

Vision

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As new families move into Arlington, there is a growing expectation that stores will be within a walkable distance.
- 2

Public Transportation Massachusetts Ave. Although there are 3 bus routes: the 77 major MBTA bus line and the 350 (burlington mall) and 79 (alewife) bus routes along Mass. Ave, there are no protected bus waiting facilities, even halfway open air seats. Even at Lake St., a major stop in East Arlington, there is no bus shelter or even a bench on either side of the street. A true committment to public transportation would at least provide some cover from the elements. Recommendation: Bus shelters for MBTA buses at least at Lake St. on both sides of Mass Ave.. These shelters can be the clear plastic, with single bench. Street Parking on Mass ave. near Lake St. There is open 2 hour parking on Mass Ave near Lake St. However, the Capitol Theatre provides a huge traffic and parking surge during movie times, especially in the evening since there is no dedicated parking lot for the Capitol Theatre. This makes pedestrian, bike travel at night, and residents trying to get into their residential parking lots dangerous with many people trying to get in and out at the same time. In the winter this happens at night with low visibility. It is a wonder not more car accidents and pedestrian accidents happen. There is no public parking lot in East Arlington which would ameliorate this problem. Recommendation: The Town of Arlington buy a property near Lake St./Mass. Ave and charge for parking, ameliorating some of the dangerous late arriving parking of the Capitol Theatre moviegoers. This could also be a benefit to businesses on Mass Ave. and nearby Lake St. Massachusetts Avenue in Arlington, even in East Arlington, has quite a different character than North Cambridge over the border of Mass Ave. There are actual houses fronting Massachusetts Avenue (east arlington Lake St. to border). Second, there is no overnight parking in Arlington compared to Cambridge. This means that many houses and rental apartment buildings have parking abuting Mass ave. in East Arlington. A major commercial area would not be consistent with the traffic pattern, having residents be able to , including some rental apartments that about Lake St. and Mass Ave.
- 3

Recommendation: No to mixed use property in East Arlington or the Arlington center. Mixed use rental properties along Mass Ave. would make this parking and traffic situation even worse in East Arlington. The new Mass Ave. project will have bike lanes and so it would be a nightmare to have to get out of any Mass Ave. parking lot or driveway. According to a 1998 statistical survey, Arlington has 24,000 trees bordering its streets and sidewalks. It is certified as a Tree City. Third, the tree line between the sidewalk and the street in Arlington is mostly filled. However, recently trees have been taken down in East Arlington. Fourth, the sidewalks are wider in East Arlington than Cambridge. Recommendation: Replace the trees in East Arlington along Mass Ave. that have recently been cut due to disease. Provide homeowners incentive to plant trees by reducing their property tax bill by 10%. The density of housing in East Arlington on Massachusetts Avenue and close side streets is high. Rental apartment buildings with heights up to 4 stories mix with single family houses, very close to each other. Also commercial single and double story facilities mix with other houses on Mass Ave. Parking for commercial during the day is 2 hour and abuts residences. This is already a crowded mixed commercial/residential area. Increasing commercial office space and allowing greater than 4 story development on Massachusetts Avenue would fundamentally destroy the small village feel of East Arlington (Lake St). Lack of community space in East Arlington. The only public space in East Arlington on Massachusetts Avenue The Arts Center is off Massachusetts avenue. The Fox library has many children events but it is almost impossible for adults to work without hearing children screaming and crying. There is no dedicated adult work space in the Fox library separate from children. Recommendation: Partner with either a coffee shop or buy a small building in East Arlington along Mass. Ave. for a community building owned by Arlington. This would be a public community space featuring a Internet wireless area, software access on public servers that could be reached by wireless laptops, a few desktop computers, printers (accessed by a card) a meeting place for neighbors, a community book swap, and a quiet place for adults and college age students to work (small offices with desk space), and office space that could be rented for entrepreneurs.
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too business- and parking-friendly; important to reduce driving and parking in town rather than increase such activity
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The use of the term "connect" and "link" implies physical connection which is impossible.
- 6

A well-researched and thought out plan. In particular I would like to see more sidewalks, (esp in Morningside/Turkey Hill) and a renovated/rebuilt AHS.
- 7

Let's strengthen the walkability of Arlington so that may happen more frequently between neighborhoods.
- 8

Arlington had a chance to increase parking and decrease traffic in the 1970's and the town refused to do it and now it's to late and nothing can be done.
- 9

Arlington's vision is to strengthen existing prosperity, health and connections - and guide economic, interpersonal, cultural and physical growth - in a way that encourages social interaction, builds shared prosperity and a sense of community. * Sidewalks, shops, workplaces, public buildings and open space that connects us * Sidewalks, streets and corridors than link businesses, people and neighborhoods * Thriving interconnected neighborhoods, schools, community institutions and business districts
- 10

My primary area of concern is that the plan does not address the overall quality of community life in Arlington, nor what it would take to improve it. The plan instead emphasizes places rather than people, the physical rather than the social infrastructure. But it's the social infrastructure that binds people

- 11 This survey, indeed the whole process is slanted towards your vested interests. Look at the ridiculous deadline scheduled right on a holiday break. We do not trust you to represent your constituents.
- 12 makes sense to add "economic development to social interaction and sense of community as the 3 legs of the stool
- 13 can you add something about preservation of our heritage
- 14 p. 57 11/14 draft "MBTA bus service does not serve some neighborhoods such as Turkey Hill." This is incorrect - Turkey Hill is served by #67. Clarify weekend service limitation.
- 15 I would add safety to that list. That the town would want safe connections.
- 16 Arlington wants public safety and quiet
- 17 Mitigate and adapt to climate change should be in more areas than land use, e.g., support for solar in development requirements. Follow Belmont's example in requiring water management to meet modern standards, not the 50-year old study in state requirements.
- 18 Questions are lacking any real answers. As I have seen in the past all you want is everyone to agree with the already set in stone plan
- 19 This Vision does not include (but should): a healthy, vibrant natural environment
- 20 The Plan greatly overstates the desire for "growth" and understates the need to protect the good things we have in Arlington.
- 21 Comments on Master Plan Congratulations on an excellent piece of work! I know it has been a long and arduous process. I believe you have recognized almost all the key issues Arlington must face in the coming years. Following are my specific comments: OVERALL: Keep the maintenance of Arlington's fiscal health in "front and center" as the master plan enters its final stages. LAND USE: Increase density in designated areas to 1) improve the tax base and 2) enhance design sensitivity in a more massed building environment. Make Mill Brook more visible. Develop its environment as a key visual asset for the Town. Make Spy Pond vistas more available, ie. remove that Walgreen's building. PUBLIC FACILITIES & SERVICES: Treat Town software as an infrastructure resource that has the power, if done well, to a) attract and incubate 21st century business investment in the Town, b) be another form of infrastructure, like power, transportation, water, etc. c) offer direct and indirect revenue opportunities for the Town, if it can provide good, clean data sets. Institutionalize a town wide plan for maintaining public facilities with a dedicated, staffed department and with funding support, comparable to that for the Capital budget, built into the Town's fiscal structure. Undertake a space needs analysis of all town and school services, with a special focus on site design and reuse of the "Civic Block" area. For example, what should be done with the Carriage House and Cottage? Can some of the open space around the Whiddemore Robbins House be used more effectively? Should the Town be renting out the top floors of the Central School building?
- 22 "Thriving interconnected business districts" is good. Open space is limited in Arlington, however, so including it as the subject of the first element of the vision seems odd. Perhaps it's a matter of wording. Something like "enhancing and reinforcing limited open space resources to complement the built environment" would be better. Giving greater emphasis to the unique, historic built environment also seems appropriate. Essentially, open space needs to be considered in the context of the built environment. Including 'corridors' as the second element of the vision also seems odd and should be better explained. Perhaps greater emphasis on improving transportation connections by a variety of modes would be better.
- 23 The open spaces that connect us are called roads. The Mugar property has no value in connecting anyone.
- 24 The Vision (Page iv) is too narrow given the wider scope of the goals. We believe the vision should provide an inclusive overview of the information, ideas and aspirations provided by within the plan. Perhaps something on the order of "The Town envisions implementing: Business, transit and land use policies that enhance and grow the economic, educational, civic and cultural aspects of the Town which are supported by an effective and affordable matrix of Town (town and school) services."
- 25 The Town Goals, as voted by the 1993 Town Meeting and incorporated as Article 15 of the Town Bylaws, should be included as part of the Master Plan
- 26 Only a few volunteer civic committees are mentioned in the DMP. We consider this to be a truly serious oversight. A more inclusive list should be provided together with a brief statement explaining how they, as a group, help the Town function
- 27 Although this is an inclusive statement, we feel that stronger recognition of the financial difficulties facing local government and the limitations these difficulties place on what can be accomplished would prove to be a useful addition.

Land Use	
1	Good ideas about how to increase revenue from local businesses.
2	P.32 Density and Design. Yet another missing appendix. Please provide the survey results. Did the survey ask whether respondents preferred 3 or 4 story building heights? Or did it show two four-story buildings and ask which they preferred? I would like to know how the authors reached the conclusion that respondents wanted four-story buildings and exactly where they wanted them.
3	Clean up the ZBL and make it more efficient. Unlock the economic potential of our main corridors.
4	I do not want to see increased building heights on the street mentioned, nor waiving of off-street parking regulations (this does not discourage less use of motorized vehicles, only encourages it). I don't want Mass Ave to become a wind tunnel with high-rise buildings.
5	Let's be proactive, rather than reactive, about business development. At the same time, let's be sure to respect historic and cultural aspects of the town center
6	Focus on developers and uses that bring more business, commerce, workplaces, shops, housing and other uses WITHOUT bringing more car traffic. Developers, owners and renters who create realistic plans to get people to their institutions - without the need for additional car traffic and car storage - should get preferential treatment. Realistic plans to site uses near existing infrastructure that allows walking, cycling, bus use, or subway use should get preferential treatment. Realistic plans to increase access by walking, cycling, bus use, subway use or shuttle use should get preferential treatment. Mixing housing, workplaces, shops and other uses can be a benefit to owners, users and residents. Plan for it, gather input from all stakeholders, and then allow it. Include people who rent stores and housing near proposed development as stakeholders, not only owners. Build additional stories on retail, business and commercial buildings on Mass Ave and other main streets, while preserving the historic character of our buildings and community. One story buildings in business districts are a poor use of space. Build up, not out.
7	Mixed use should consider the impact on residences created and therefore the type of businesses established in close proximity to them.
8	P.26 The large number of automotive-related businesses in the industrial district is by design. Heavy maintenance activities and auto body repair are not appropriate for Arlington's business districts.
9	#4 should include the Mill District along the Mill Brook with very clear design guidelines that include providing public access to the brook and protecting open space along the brook. 3 - this item should include some guidance on how this would be accomplished - i.e. should a zone that includes current residential and business zoned properties in each of the 3 villages be established? and a less dense zone for districts between villages and along Broadway? and again another district for the Mill Brook
10	Specific to part 4, I think it is a good idea to increase the maximum building height and lot coverage in Arlington Center, and to reduce or waive off-street parking requirements. However, I think that it is also important to consider the transportation impact of this densification (you may have already done this, but if so, I couldn't tell that the association was clear from the question) - for example, will removing parking spaces be accompanied by improved transit infrastructure and frequency?
11	Address the growing issue of huge houses filling up entire lots by replacing partially torn down homes that leave up one wall to skirt regulations for new homes. See Town of Newton specific regulations that addressed this problem in that town.
12	Arlington is very land poor being the second most dense town in the Commonwealth. As a result we must be very careful about our land use. Most of us experience Arlington in three types of zones: residential, commercial, and open space. In the foreseeable future it is highly probable that many large lots will change hands creating exciting oppmtunities for the future. These include land between Massachusetts Avenue and the Minuteman Bikeway. Pertaining to this section are recommendations such as #9 on page 41 of the Land Use section which advocates, for example, increase of building height and lot coverage in some business/residential zones or #7 which advocates reduction of the number of uses that require Special Permits. These exemplify exactly the wrong approach for a town which is so land poor that land use should be carefully controlled and coordinated. Such provisions benefit only developers and will result in a feeding frenzy for them and their eJ!ablers.
13	P.27 While the authors of this plan may not wish to forecast the town's build-out potential, it can certainly be done plausibly. Since it is extremely unusual for special permits to be denied, particularly when the proposals conform with the ZBL, the analysis need only look at the maximum that could be build under existing zoning. Clearly, since one of the agendas of the master plan it to change zoning to increase density throughout the town, it serves the interests of the plan's authors not to show just how much build-out is already allowed under existing zoning.

- 14 In terms of land use, Arlington's biggest deficit is lack of open space. Although population has declined from its high in the early 70s, our Town is still the 12th densest community in the Commonwealth (Arlington used to be the densest town, but has recently been edged out by Brookline for that dubious distinction). It would seem that we have done our share – and more – to provide housing opportunities. Thus, the preservation of what little open space we have, whether public or private, should be of paramount importance. Assessment policies should be changed so as not to penalize the owners of large lots, and available funds, such as CPA, should be utilized to the maximum extent possible for open space acquisition, such as the Mugar parcel in East Arlington. Current Town-owned open spaces should be maintained as such and not devoted to other uses, as has unfortunately happened in the past.
- 15 P.33 Alternatives to Special Permits. Plan needs to be clear whether it is referring to special permits issued by the ZBA or the ARB. The former are much more common than the latter, which tend to be for the larger more complex proposals in any case. It is also not clear what is meant by "performance standards". Doesn't the existing ZBL already impose them?
- 16 The recommendations under this section begin with 6 – are there five secret recommendations yet to be revealed?
- 17 The idea to do away with or limit special permits seems to be a solution in search of a problem. Is there any evidence that the special permit process which has, at least to a limited extent, protected the Town from the sort of bad developments of the past, been a problem? If anything, the Redevelopment Board should be more aggressive in standing up for the interests of the Town rather than those of developers. Although certain uses, as listed in the report, are allowed by state law in any district, dimensional rules, which are so vital to protect neighborhood interests, can be controlled, and the way in which Arlington does so is by special permit.
- 18 Many of these suggestions will, of necessity, lead to greater density. I'm particularly concerned about the recommendation to re-zone to allow multi-family development in what are currently single-family homes, and the concurrent proposal to ease on-street parking regulations to make this possible. (I'm not talking about the single apt. proposed to allow live-in owners to house elderly family members, which I support.) E.g., my street is a private way, where several of my neighbors do not have driveways. The 3 single-family houses are included in the proposed new zoning map to become multi-family buildings. Where are these additional cars supposed to go, on a short, dead-end street? I'm sure there are similar situations in many places. Zoning changes MUST be preceded by on-the-ground walking tours of affected areas, rather than imposed by consulting maps.
- 19 Mitigate and adapt to climate change should be in more areas than land use, e.g., support for solar in development requirements. Follow Belmont's example in requiring water management to meet modern standards, not the 50-year old study in state requirements.
- 20 p.29 Discussion of town house structures is unclear and seems to define townhouse differently than in the ZBL. To my knowledge each separate townhouse does not occupy a separate lot in Arlington, and that is the way the ZBL is written.
- 21 I'm concerned about #4 above. Wouldn't really want to see building height increase near the center of town. That would drastically change the feel of the Town
- 22 P.35 The plan authors should review the parking study for East Arlington conducted in conjunction with the Koff study. Contrary to the received wisdom described in the plan it found that on-street parking, especially on side streets, is generally ample in east Arlington. The only real problem times were Friday and Saturday nights
- 23 I want to be certain that any changes protect the people of arlington and not just serve the pockets of some
- 24 1. Agree 2. Agree 3. Not sure I agree — seems to suggest residential along Mass ave is not good use. 4. This seems to say a couple things at once — incentives, and clear design guidelines. Not totally sure what is intended. 5. Agree
- 25 I strongly agree with item 1 and agree with aspects of other recommendations but disagree with #2 and 4 as it again overstates the desire and need for redevelopment.
- 26 p.28 The statement that a 35 foot height limit is "challenging for commercial buildings" is extremely misleading. Outside of the B I and B2 distJicts, height limits typically range from 40 to 75 for all uses including commercial buildings and residential buildings, except one and two-family homes. It is not clear what is meant by saying the ZBL lacks requirements for building placement on a lot. Don't the setback requirements limit building placement?
- 27 Increase density in designated areas to 1) improve the tax base and 2) enhance design sensitivity in a more massed building environment. Make Mill Brook more visible . Develop its environment as a key visual asset for the Town. Make Spy Pond vistas more available, ie. remove that Walgreen's building.
- 28 P.40 Green Urbanism section, while fashionable, seems out of place here. It is really just a lot of generic discussion unrelated to Arlington, with the recommendation that the so called "tool box" be considered. Delete this section or move it to the recommendations section if that is what it is. Recommendations start with Number 6. Where are numbers 1-5? Are they secret?
- 29 There are 5 statement sections above. I agree with some and not others, but your survey is weak for not asking individually. The statements themselves are not specific. Parking restrictions should generally not be relaxed, but may as an exception where it won't be an issue, which is few places.

- 30 p.31 Please cite the relevant statutes and/or case law that exempts schools from special permits. In fact, some communities continue to grant special permits for public schools. In Arlington, even the ZBL's dimensional requirements for schools now seem to be ignored. For example, the Thompson school exceeds the allowed height and story limit, and the former town manager was made aware of this. Yet the schools was built with these zoning violations without the ZBA granting a variance.
- 31 P.41 6) Again, please cite the state law that explicitly exempts churches and schools from special permits. 40A Section 3 does not. 7) There is no evidence that special permits are an impediment to development in Arlington. Unfortunately, given tl1e politicization of zoning decisions in town, the special permit process is the only time the public gets to see whether the ZBL is being enforced or not. 8) Six is hardly an excessive number of business zoning districts. The plan needs to distinguish between reducing the number of districts and placing adjacent parcels in the same district. These are two different things. 9) Lot coverage does not apply to business uses in business districts. The landscaped open space requirement is only 10% and it is questionable how much effect eliminating this requirement would have. While it may make sense to eliminate this requirement for buildings on adjacent lots with no front or side yards, where the building stands alone it or abuts a different use, it may make sense to keep it. It is questionable whether business or town residents want to waive the off-street parking requirement. Similarly, it is not clear that building height has to be increased to attract development. 180 Mass Ave is a successful mixed use development created under existing zoning limitations. Also, the plan needs to be clear what parts of Mass. Ave., Broadway, and Medford Street it is referring to. Some of these changes may be appropriate for the center of town, but not at all appropriate for most of Broadway, for example.
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Transportation	
1	Create safer pedestrian and bicycle conditions is important in my area (Waldo Street between Cleveland and Marathon) where there is no sidewalk for pedestrians on one side of the block. This is a safety issue for an area with heavy traffic.
2	I agree with this, as far as it goes. We should be looking at expansion of Lexpress and Route 128 Business Council shuttle into Arlington, perhaps with stops at some of the larger developments. I think there is a mistake in the recommendations, whic imply a potential Green Line extension to East Arlington and the Center. We should actually be looking at Red line expansion in those locations. Also, how about late-night pedal cab service to Alewife? Hubway!!!!
3	Discourage/forbid students from driving or being driven to/from schools. Permit and encourage bicycling to/from elementary schools. Provide covered, safe bicycle parking at all schools and throughout town. Assure that all town residents may park anywhere in town, i.e., if parking permits are issued, that town residents may use them to park anywhere in town (as in Cambridge). Consider visitor parking permits for areas close to the residence or business being visited. Encourage businesses to purchase parking permits or vouchers for parking in municipal lots. Eliminate parking preferences in municipal lots for St. Agnes, Arlington Catholic, related schools and any other private denominations and schools.
4	Work with the State to provide signage at the RT 60, Mystic Valley Parkway rotary. People unfamiliar with the area have no idea of the direction of 3 major routes (RT3, Rt16 and RT60) whcih causes hesitation and probably many of the accidents that occur there.
5	A plan for the bike path that includes adding raised crossings also needs to address the observance of stop signs at crossings. Adding raised crossings will likely lead to less compliance with the posted signs. This already creates dangerous situations at Lake Street when parents are bringing their children to school along the sidewalks perpendicular to the bike path.
6	In section 2, I would add that the Town should work with the Schools to provide safe and convenient access for students from the Bikeway to the nearby schools, especially the High School.
7	More sidewalks in Morningside and Turkey Hill - kids have to walk in the street to school. Bikeway improvements welcome - note that the crossing at Mill often backs traffic up onto Summer St at school drop off times. Parking in East Arlington would be welcome - the current situation discourages me from going there.
8	The town needs to develop a strategy to raise it's "Bike Friendly Community" status from bronze to silver. In conjunction with this, we need to purse designation as a SILVER Walk-Friendly Community. We are an inner ring town - let's capitalize on what we have to make it as desirable a community as possible.
9	the town has never tried to work with the MBTA every time a services has been reduced Arlington has never reduced it's payments to the MBTA until service was improved.
10	Please install more user-friendly parking fee machines, including an upgrade to screen readability. Reinstate clearing of snow and ice on main road sidewalks as the TOWN's responsibility. Also increase enforcement of residents' and landlords' responsibility to clear snow and ice from sidewalks Take steps to have overhanging and other encroaching vegetation from impeding the use of sidewalks.
11	1.Create safer pedestrian and bicycle conditions. * Coordinate sidewalks, bike lanes, wheelchair access and other travel and access with Complete Streets program. 3.Work with the MBTA to reduce bus bunching, and improve the efficiency of bus service, including the provision of queue jump lanes, bus-only lanes, and/or bus stops at curb extensions. * Especially focus in reducing bus bunching and inefficiency of bus Route 77, which is a major route. * Research possibilities of Bus Rapid Transit on Mass Ave and from business districts to Alewife MBTA Red Line stop 4.Address parking issues, especially in the commercial centers. * Encourage owners and employees of businesses to park and walk, rather than use parking spaces very close to their establishments * The Town should review its existing parking policies, including overnight residential street regulations - YES * Consider assuming more responsibility for private streets to bring them up to the same general condition of public ways. - YES * Initiate a coordinated study to further extend the Green Line Extension into West Medford, East Arlington, or Arlington Center.- YES (Please add this section. Is it important enough to have a separate section.) 8. Increase walking, biking and MBTA bus service to neighborhood schools * Support a carpooling campaign for those children who are not bussed to school. * Continue to support and expand the safe routes to school program to encourage more biking and walking to school. * Work with schools, Police and Safe Routes to School to encourage walking, bike and bus safety. * Encourage walking, biking and MBTA bus riding to schools (Please add this section. Is it important enough to have a separate section.) 9. Protect and preserve tree lined streets * Protect and preserve tree lined streets, on major streets and in the neighborhoods. * Create bylaw to protect and preserve trees in Arlington, especially mature trees, whether on public or private land.

- 12 I think that effort should be put towards solutions to the parking problem that don't involve just adding additional parking space. For instance, making Arlington more bike friendly or having better or more reliable public transportation options could help people get where they're going without using cars. I think that extending the hubway program could help with transportation and parking, as well as with tourism. My anecdotal observations of the hubway program are that many tourists use it to get around, so having stations in Arlington would encourage them to come out here. It also might make life easier for people living in Arlington who work in Cambridge or Boston, who could use the hubway bikes to commute.
- 13 This transportation plan is most important to my family's quality of life. We believe strongly in walking, biking, and public transportation, in part for environmental reasons but mainly because they make our community better than excessive automobile traffic does. The city could be even more eloquent and less technocratic in helping citizens understand the physical limitations at the edges of town, such as Mass Ave. / Alewife Brook intersection, which mean that no amount of effort on our own streets really can reduce congestion much. The only way forward toward high quality of life is more non-automobile transportation. For example, I hope the town will pursue a Silver-level Bike Friendly Community designation and a silver Walk Friendly Community designation. Thanks for your work on this plan!
- 14 Promote and grow Arlington's national recognition as a Bicycle-Friendly Community (BFC). Work toward and apply for Silver-level BFC status within 3-5 years. Increase and promote bicycle-parking facilities to encourage bicycling for local, short-distance trips around town (and reduce need for car parking). Finally, adopt an official "complete streets" policy in Arlington to create a safer environment for walking, bicycling, and public-transit usage.
- 15 The town should strive to become a silver level bicycle friendly community and a walk friendly community. This will continue to attract residents to Arlington and make it a vibrant place to live.
- 16 I feel if improvements are made to encourage cycling throughout the town for transportation purposes, it would reduce the need for added traffic measures and parking. Traffic volume for the exception should not dictate the design of the roads as a rule. The 10 hrs a week when there is traffic shouldn't effect our enjoyment of the town the rest of the week.
- 17 Although I generally agree with the above, I have two specific bicycle / Minuteman comments. 1) No salting of the Minuteman bikeway, prompt and competent plowing only. There is too much salt flung around Arlington already-- it is an environmental plague, and rots everything. Scrape the surface and let the sun do the rest. 2) No lighting of the Minuteman, especially between Lake St. and Thorndike field. There are two well-lit safe streets adjacent to the Minuteman, which in that stretch is literally in abutters' backyards.
- 18 To help create a framework for policy, project and program improvements to increase walking and bicycling, the Town should commit to achieving Silver-level bike friendly community designation (from current Bronze) by end of 2016 and Gold level by 2020. We should also apply for recognition as a Walk Friendly community as well. Finally, something should be said about the crowding of Ottoson and AHS students on the MBTA's Mass Ave buses, especially in the morning. This is a big problem and some students are not able to get onto a crowded bus and must wait for the next one. One solution is to push the MBTA to reroute the 87 bus from 7:15 to 8:15 AM only, (mon-friday) to travel beyond the Center, up the turnaround in Arlington Heights. This would decongest the 77 route and provide a better alternative to many of East Arlington's students living along and north of the Broadway corridor to get to school more easily.

- 19 While it's nice to hear about the biking improvements, I would feel uneasy about using the Minuteman path at night, even if it was lit, out of safety concerns. Bicycling in the winter months is not feasible due to the wind chill, snow, and ice, so more permanent year-round transportation solutions are required. In the short run, bus service needs to be expanded. It's unclear to me why Arlington has severely diminished weekend bus service, particularly on Sundays. The 87 should always run to Arlington Center, including early mornings, nights, and Sundays. It might also be worth considering extending the 88 during peak hours to serve the route 87 corridor along Broadway, since most residents of Arlington probably get off at Davis anyways to catch the Red Line. The 79 should run more frequently -- more people would probably ride it if it ran on nights and weekends and more frequently during the day. The reason ridership numbers for the 79 are currently low is because of service infrequency. This would help take some pressure off the 77 route, which is often backed up in Cambridge due to high boarding numbers and extreme traffic. In the long run, the Red Line should definitely be extended through Arlington, with stops in Arlington Heights, Arlington Center, and East Arlington. This creates a more direct connection with Boston and Cambridge than the various bus routes that are plagued by traffic in Cambridge and Arlington, especially during rush hour. In order to preserve the Minuteman path and reduce noise, the Red Line should remain underground when extended. This higher quality of transportation would encourage more people to take public transportation instead of driving, yielding environmental benefits. The Green Line should also be extended as noted above to Arlington Center, but the Red Line should be a higher priority since the Green Line can notoriously be delayed due to street traffic in Boston/Brookline, special events, etc. These two transit options would serve a lot of residents' needs. New bus routes could serve more people by bringing them to new transit stations, further reducing traffic on the streets. To address parking, metered parking should exist around business districts on the street. If needed, small parking garages (public or private) could address the issues, but a better long-term scenario is to make better public transit a reality so building efforts can be focused on development, not parking. The sidewalks are generally of abysmal quality. Because they're very uneven, it is hard to clear snow in the winter, and it's not super safe for pedestrians because people can twist their ankles easily. More streetlights should exist on side streets to promote safety; dark patches on side streets make it seem less pedestrian-friendly. More crosswalks should be marked, and crosswalk enforcement should be prevalent to deter aggressive driving.
- 20 under 1. & 2. Ongoing education program and outreach about safe biking should be stressed for all transportation users (and all age groups) to lessen tension - motorists, bicyclists, pedestrians 4. Include the studying the concept of shared parking options with business especially during their off hours - for example the use of bank parking lots near Capital Theatre for users especially during large events 5. & 6. Broadway and Route 16 should be included for study on signal efficiency. The new traffic light on Route 16/Mystic Valley Parkway at the end of the Alewife Greenway also needs to be studied/ re-timed correctly - the pedestrian crossing time is extremely long.
- 21 A green line stop in East Arlington seems excessive given how close it is to Alewife. Also, parking is tight, but we should not do anything to encourage more driving. Do not add any parking to East Arlington. All other recommendations seem sensible.
- 22 Recognize that the town is certified by the League of American Bicyclists at the Bronze level; efforts and funding should allow the recognition to move into the Silver or Gold level - perhaps at 3-5 year projection into the future. We need to be a "cyclists" friendly community, as well as a walking-friendly community. Remove the limitations on hours of use of the Minuteman Bikeway.
- 23 1. Contra flow lanes on one way streets would result in an unsafe and hazardous travel conditions. River St is a two way street. 2. Any changes to private ways should involve approval of the property owners and not be done at their expense. 3. One of the main factors contributing to the parking problems seems to be inconsistent enforcement and lack of desire to enforce the regulations already in place.

24 Overall, I feel that the transportation component of the master plan is well thought-out and I support that it is multimodal. My strongest feelings in the master plan relate to the third point of this section (about buses). Significant detail is given for the plans for pedestrians, cyclists, parking, and congestion. However, there is a single sentence relating to transit. This gives the impression that transit is either a) unimportant to consider in the future of Arlington, b) unlikely to improve significantly, or c) not fully thought through at this point. While I understand that transit advocates are not as strong and vocal as auto users or bicycle advocates, I think it is crucial to remember that 15-20% of the population commuted via transit, a significant amount (which could be higher with sufficient improvements). I agree with everything in that point, I just simply do not think it is detailed enough to show a commitment to improving transit, and I am worried that a lack of further detail and specificity will result in transit projects having a low priority as the master plan is developed and acted upon. In regards to the other points: 1. I agree strongly with #1. One additional point to consider is improving pedestrian safety from bicycles - for example, making it illegal to ride a bicycle on the sidewalk either in parts of the city or throughout the city (if this is the case currently, it seems to be often ignored). This would be complementary to providing safer bicycle conditions - if cyclists feel safer off the sidewalk, it will in turn make the sidewalks feel safer for pedestrians. 2. I think the extension of Hubway into Arlington would be great for the city if it is not prohibitively costly. From personal experience, I do not own a bicycle but would commute by Hubway from Arlington Center to Alewife if that were an option. Also, I know this has been suggested and debated before, but the break in the Minuteman Path at Arlington Center seems inconvenient for cyclists and often makes that intersection feel less safe as a pedestrian. Overall though, I appreciate the level detail given to this topic. 4-7. I agree with all of this. I'm not sure that the Green Line Extension belongs in the "parking" section though.

25 Very few people use bikes in the winter - Arlington aint Los Angeles or San Diego

26 Also suggest implementing traffic calming, such as neck-downs and reduced curb radii like Cambridge has done, where it can be done in conjunction with street reconstruction work

27 1. In general the recommendations are too much in the weeds. I would start with adoption of a Complete Streets Policy, possibly aiming for Silver level Bicycle Friendly Community certification. 2. For recommendation (2), add "using the recently completed assessment and recommendations from Toole as a starting point. " 3. Change "signalization of bikeway crossings" to "appropriate signage or signalization..." Most bikeway crossings don't need to be signalized. 4. We already have some zoning for bike parking. 5. Traffic congestion is a regional issue. How does one address congestion without inviting more cut-through traffic into Arlington neighborhoods? 6. Add: "Periodically review traffic signal operations for safety and efficiency." There are issues with other signals in Town: -□ Many don't respond to bikes -□Is the signal at Broadway / Franklin necessary? -□Some possible inefficiencies along Summer Street. 7. The items that are likely to lead to controversy at Town Meeting include - Bicycle accommodation. People will wonder: what are you giving up (parking, a travel lane?) for the bike lane? - Parking regulation. Need to acknowledge that most residential neighborhoods don't need additional parking regulation. Although I am fine with many of the recommendations in these areas, they need to be carefully phrased.

28 Under a new Section 8 of Part 4 Transportation, (see page 62), I suggest you add the following: Provide bus services on several streets that currently do not do so. Good examples are Gray Street, Eastern Avenue, Appleton Street, Westminster Avenue, Washington Street and Warren Avenue. All are located within reasonable walking distance from passengers' homes. They could operate on a weekday schedule from 8:00 AM to 7:00 PM and all routes would terminate at a primary street such as Mass Ave, Broadway or one of the three shopping areas (Arlington Heights, the Center or East Arlington). The goal would be to create routes that eliminate the need to drive a car to reach local establishments. The long term benefit is to reduce automobile trips for many citizens who could easily walk from their home to a specified pick up/drop off point. The Lexington "Lexpress" system is a good example of how it might work here in arlington.

- 29 Dear Master Planning Committee, First of all, thank you for your hard work. Second, I support the notion of increased commercial development along Mass Ave to increase the commercial tax base. That said, a very important caveat. Gray Street will be impacted. With increased commercial development and up-zoning on Mass Ave between the Center and the Heights, Gray Street will continue to see increasing cut-through traffic. The Master Plan should specifically link increased development on Mass Ave with increased congestion on Gray Street (others too). As such, the Master Plan should specifically call for aggressive mitigation on Gray Street to keep traffic on Mass Ave or to push it to Route 2 where it belongs. It's amazing really. Compare the 1.3 mile length of Gray with the corresponding 1.3 mile length of Mass Ave. Mass Ave has many traffic calming features [on-street parking; mixed modes of transportation, including buses, cars, bikes; numerous signaled intersections; bike lanes; commercial curb cuts; bus stops; numerous marked cross-walks, etc.]. By contrast, Gray Street is, essentially, a 1.3 mile straight shot. Wide lanes, double yellow line, no on-street parking and only 2 stops along the entire length (Highland and Jason). It's remarkable – check it out. Gray Street has already seen more traffic as traffic diverts off Mass Ave due to recent more intense development and use (Whole Foods, CVS, several bank branches, the liquor store next to Stop and Shop]. Mitigation should be aggressive and could include neck downs, speed tables, more signaled cross-walks, scheduled local traffic only, allow on-street parking, narrower lanes, bike lanes, etc. The following are specific to the Transportation Working Paper 2 Traffic Volumes and Trends Traffic Data – The report suggests traffic volume is trending down based on recording volumes from 2006 to 2009. The report attributes this decrease to increases in walking, cycling and telecommuting. This period, 2006 to 2009, begins when the economy was booming (2006) and ends at the height of the worst economic downturn since the great depression. To suggest this period is indicative of a general trend-line of decreased traffic volume is, probably, not accurate. Unless there is a more representative range, I think this conclusion and reasons should be taken out of the report. E. Issues and Opportunities 1. Traffic Congestion Gray Street - Please add Gray Street and include specific discussion. With notions of continued increases in commercial development and up-zoning along Mass Ave to increase the commercial tax base, Gray Street will see even more cut through traffic. To mitigate, aggressive traffic calming measures are needed on Gray Street to push traffic to Route 2 and Mass Ave where it belongs. Compare the 1.3 mile length of Gray with the corresponding 1.3 mile length of Mass Ave. Mass Ave has many traffic calming features [on-street parking; mixed modes of transportation, including buses, cars, bikes; numerous signaled intersections; bike lanes; commercial curb cuts; etc.]. By contrast, Gray Street is a 1.3 mile straight shot
- 30 Hooray for more bicycle support.
- 31 As a result of the Mass Ave Corridor project you will have managed to do the opposite of your goals It is an accident waiting to happen and this has been the view of the majority of voters. The insult of you ignoring this still stings.
- 32 I think overnight parking should be allowed during the Spring, Summer, and Fall months, when snow is not a problem. If a freak storm occurs, the town could notify people not to park on the street via the emergency notification system
- 33 1. Agree 2. Mostly agree, don't agree with queue jumping 3. Goal should be to be improve bus service. Number of busses that come in & out of Arlington needs to be monitored, and assessed whether this is adequate service for Arlington's residents. Increased bus service should be a goal of advocacy. 4. Agree. But need to also look at residence parking in Heights homes that were built before overnight parking requirement (and that are unable to retroactively add parking). 5. Agree. 6. Agree. 7. Agree.
- 34 Much of this is stuff the town is already doing or beyond the control of the town, so I guess the recommendation is fine but not very helpful.
- 35 These recommendations give high priority to bicycles. Any additional improvements for bicycles, especially along Mass Ave., need to be carefully studied in terms of impacts to both vehicular traffic and pedestrian safety and comfort. There is a tendency to give bicycles priority and to assume that pedestrians benefit from bicycle facilities and priority when this generally is not true. Generally, the impacts of the coming bicycle lanes on Mass Ave. in East Arlington, as well as the shared lanes on other segments of Mass Ave., should be carefully monitored and studied before any additional bicycle lanes are created. Pedestrian circulation should be given higher priority, especially in tandem with increasing density in Arlington business districts. Also, parking policies and especially plans for increased metering of on-street spaces need to be evaluated in terms of needs analysis. Are there actual parking shortages that need to be addressed and is there a clear purpose in metering? Generating revenue should not be the motive for implementing paid parking, which can be a barrier to retail businesses of the types located in Arlington.
- 36 Bike lanes should NOT be made from Swan Place to Pond Lane. Instead they should be made between Bartlett Ave and Peg Spengler Way, where the greatest number of residents favor bike lanes, and such lanes would connect the high school with the safe travel project. I oppose bike queuing, bus only lanes, and bus stops at curb extensions - all worsening traffic congestion (a major concern for residents). I support overnight parking and parking stickers to monetize currently free MBTA parking for commuters. Work must be done with MassDOT to widen Rt. 16 to 6 lanes to relieve congestion and foster economic development on Mass Ave in east Arlington. Too many items to have one agree/disagree answer. Many of the suggestions are out of touch with reality and desires of residents, thus producing doubt in this process (i.e. extend GLX to Arlington Center!, contraflow bike lanes, bike design in all projects).
- 37 Private roadways need to be taken over by Arlington. It is a public safety issue. Citizens on the private roadways pay taxes. The roads to their homes should also be a public good

- 38 I don't fully understand the zoning issues so I won't worry about them. Regarding overnight parking, though, I'd be sorry to see it on Bonad Road. Coming from Cambridge, where we had junky cars on our street year round that never moved and were basically filled with junk and used as storage units, I'm happy to live on a road without that. Also Bonad Road is pretty narrow so having full-time cars and commercial vehicles even on one side wouldn't be great for day to day driving, especially in the winter.
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Housing

- 1 I agree about the importance of affordable housing. However, I think there should be more options for single family homes in East Arlington.
- 2 There is much that is good here, including accessory apartments, opportunities for multi-unit conversions, and relaxation of parking requirements. I do question why accessory apartments would require a special permit, while conversions would be by right. Why would anyone go for an accessory apartment in this case? Seems backwards. I also think that zoning for infill housing is asking for a revolt among residents. This has already been one of the most frequent complaints under current zoning.
- 3 In the event of extreme heat conditions, public health-related cooling locations should be strategically positioned throughout the community. A census should be taken of likely vulnerable residents in case of extreme heat, flooding, and other climate change-related conditions, whether ongoing or occasional. Mixed use- services such as sidewalk shoveling and trash service are more complicated in mixed use areas, and attention should be paid to good design and some degree of either expanded Town service (in the case of sidewalks) or expanded use of standardized waste removal equipment that eases collection but maintains public health and public way concerns.
- 4 Convert nonconforming lots to viable green space and playgrounds, NOT more housing; only remove minimum parking requirements along Mass Ave and Broadway IF overnight on-street parking prohibitions are maintained. It is counter-intuitive to state that Mass Ave and Broadway are well-served by public transit and that the need for car use will be reduced, yet to allow on-street parking overnight. If the former are true, then on-street overnight parking is not needed.
- 5 If the town considers converting single-family homes to multifamily, the threshold for requiring creating affordable units should be lowered. The windfall generated by this zoning change provides plenty of incentive to also address the need for affordable housing in town.
- 6 Although I agree with most of the recommendations, I feel that item 5 will be detrimental to our neighborhoods. The only thing preventing building and paving on every square foot of land is our zoning laws.
- 7 Just be sure impact of new housing is taken into consideration for elementary school enrollment and staffing.
- 8 Strongly disagree with the proposal to allow accessory apartments and the proposal to allow single family houses to be converted to multiple units. These changes would destroy the character of many neighborhoods. These proposals are not smart ways to address aging in place.
- 9 On-street parking recommendation is troubling.
- 10 3.Address the quality and condition of aging housing stock, including financial assistance programs for homeowners and landlords, and zoning options to redevelop and convert older single-family residences located around commercial nodes to multi-unit dwellings. * Change the Zoning Bylaw to allow conversion of detached single-family homes to multi-unit dwellings, up to four units as of right, especially near the commercial areas on Massachusetts Avenue and Broadway. Arlington currently allows "apartment conversions" up to 18 units in the R4 and R5 districts and apartment buildings in the higher-density districts (R5, R6, and R7), but these uses require a special permit. Allowing smaller conversion opportunities as of right, subject to appropriate design standards, would encourage small-scale multifamily housing in areas with adequate facilities and access to transportation, and bring more people closer to the town's retail and service establishments. - YES * Encourage owners, developers and renters of housing to create more housing units without need for more car traffic or parking. 5.Zone for infill housing on nonconforming buildable lots. * Sometimes lots created before zoning took effect remain unbuilt because they do not comply with current regulations. Rather than keeping the property unused, unappealing, and off the tax base, the Town could establish regulations to allow substandard lots to be developed for housing. Market demand is growing in Arlington and could favor smaller scale development. Arlington should consider amending the Zoning Bylaw to allow infill housing to be built on lots that are otherwise unbuildable due to insufficient lot area. Changes to setbacks, height and density would have to be addressed. - YES 6.Allow on-street parking in the vicinity of new multi-unit conversions or mixed-use developments and lower or remove the requirement for minimum parking. * The cost of parking is often the greatest hindrance to the economic feasibility of dense, urban developments. Minimum parking requirements should be removed for new mixed-use developments on Massachusetts Avenue and Broadway. These locations are well-served by public transit, and are close enough to commercial amenities and civic services so that the need for car use will be reduced. In addition, overnight on-street parking for residents in areas of mixed-use development should be allowed. - YES
- 11 Increasing density is the wrong approach. R1 means R1. Vacant land in Arlington is almost necessarily vacant for a reason. Infill building and zero setbacks are a bad approach under all circumstances.
- 12 Town has a very high population density. Infill housing, accessory apartments and on street parking will further increase that density to unacceptable levels. Town Meeting has already rejected these steps and should continue to do so.
- 13 design guidelines are needed to minimize the dominance of garages on the 2-family development in East Arlington
- 14 Chapter 40B has proven to be devastating to other towns, allowing disproportionate developments to be built. The town should encourage more affordable housing solutions without resorting to this. On-street parking should be allowed for residents; however, to say that Arlington Center is "well-served" by public transit is a stretch. It's still quite necessary to have a car here, unless Arlington becomes as pedestrian/bike-friendly as Cambridge/Somerville and provides more businesses, such as restaurants, bars, and reasonably-priced food/convenience stores.

- 15 Accessory apt's should be allowed by right in single family districts R0 and R1 also - not by SP.
- 16 Paragraph 6 is completely wrong. Who will have time, manpower, and Fund\$ to monitor this. It should NOT be allowed.
- 17 I wholeheartedly agree with the recommendations, especially those that incentivize density near transit nodes. In addition to changing zoning, are there other ways the town can provide incentives to house more people (including young adult children, and grandparents) in our existing single family housing?
- 18 Give attention to special needs housing, and consider group innovative housing arrangements (co-op?) for adults and families.
- 19 1. A recent warrant article on accessory apartments was rejected by TM. The term in-law apartment may have been more acceptable and not have been as a threatening disruption to the density and quality of the neighborhoods. 2. Look into tax exemptions for seniors as Watertown and several other communities have enacted for seniors under MGL, Chapter 59 Section 5C.
- 20 Would you consider parking maximums in addition to lowering/removing parking minimums?
- 21 1)Wasn't recommendation #6 specifically voted down in the last special election? Isn't that a problem? Could that recommendation be reduced to just eliminating the parking requirements attached to new construction? That is a different issue than allowing on-street parking. 2)Recommendation #5 (relax zoning to allow for infill housing) is being presented very narrowly in thoughts of increasing housing affordability, but the danger is that in most neighborhoods the reaction to relaxed zoning would likely be an acceleration of tear-downs of modest priced homes replaced by huge homes built to the lot lines and maximizing the lots. Working in the opposite direction of increasing affordability. 3)As a housing recommendation, I think that recommendation #4 should not hesitate to focus only on the physical housing needs involved in aging in place given they are so many.
- 22 the 11/6 Draft plan does not direct attention to housing for those with disabilities or other special needs
- 23 I see no increase whatsoever to increase the number of housing units or buildings in Arlington. We already have too many.
- 24 I agree with everything except number 6. On-street overnight parking in new developments could set a troublesome precedent.
- 25 p.74 The master plan has provided no evidence that more than three stories are needed to attract mixed use development, including that with a residential component. As 180 Mass Ave. shows, you can have mixed use development without any residential component at just three stories. The town need not wait until a 40B submission is made to claim that it is exempt based on the 1.5% land area threshold. If it has reached that threshold consistent with the way the state has approved the same exemption for other communities, it should publish that determination and state that it is the town's policy that it is exempt from 40B on that basis. Then let prospective 40B developers challenge it if they wish.
- 26 The recommendations made in the section on Housing and Residential Development, pages 75 and 76, item 3 second and third bullets pertaining to accessory apartments and as-of-right conversions should be rejected their totality. Their inclusion is outrageous in view of well-recorded Town discussions and votes. Enactment of zoning changes advocated by them will completely alter the residential areas in Arlington and lay it bare to the worst type of exploitative continuous and rapacious development. The only type of new housing which should be permitted in Arlington is affordable housing. Any other housing simply adds to our problems from excessive population density and 40B vulnerability and this section should have eliminated it from uses in the business zones to avoid these zones being gobbled up by lucrative undesirable developments including luxury apartments. As Arlington Housing Authority Chairman years ago I authorized help by the Authority at that time in establishing the Housing Corporation of Arlington's program of acquiring scattered site existing residences and renovations within the footprints of existing buildings to add to our affordable inventory (I also advocated for the use of CDBG funds for this purpose). That is the kind of housing suggestion the Master Plan should prioritize. The Plan should also suggest mechanisms to ensure that fiascos such as the neglect of the potential of the Atwood House for affordable housing are not simply left to fester.
- 27 Arlington should research whether conversion of two-family houses to condominiums have any effects on the affordability of housing in Town. The town should also consider requiring a thorough code compliance review prior to the granting of an occupancy permit to a converted property similar to the City of Newton.
- 28 Any consultants worth their salt should know that getting helpful assistance from DHCD towards immunizing Arlington from 40B is about as likely as the Russian-supported militia observing the cease-fire in Ukraine. Possibly this will change if Mr. Baker removes the foxes from the hen house when he assumes office in January. I have been informed by the planning director, and I believe she has said publicly, that there is just a small area needed to bring Arlington within the 1.5% criterion. All efforts should be made to bridge that gap within Arlington's own zoning. Another avenue of attack would be to attempt to persuade DHCD (under a hoped-for better new administration) to count as affordable housing all of the numerous group homes that are scattered throughout just about every Arlington neighborhood, instead of just some of them.
- 29 The only additional housing needed in Arlington is affordable housing – and that should be developed within existing building envelopes (e.g. the Housing Corporation's recent -2-
- 30 Capital Square project) and within the provisions of our current zoning by-law. If proponents want a different use than allowed by zoning, or higher intensity, then they must go to Town Meeting for a map change, not invoke the odious provisions of Chapter 40B. Any other residential developments will increase our vulnerability to Chapter 40B.

- 31 The suggestion to authorize accessory apartments – essentially turning every single-family zone into a two-family zone – is a tired concept twice rejected by Town Meeting and does not even deserve further discussion.
- 32 Even more outrageous is the recommendation to allow as of right, the conversion of single family homes “near commercial areas” into small apartment houses.
- 33 Doing away with minimum lot sizes is exactly the opposite of Arlington's need of more open space both public and private. Developers have already figured out how to squeeze new structures unto just about every lot that meets our minimalist requirement of 6,000 feet - and now they want to let them build on 2, 3 or 4,000 foot lots?
- 34 It is apparent that the consultants are of the school of certain contemporary planners who take the libertarian view that zoning is an evil to be done away with. On the contrary, for the past 90 years, ever since the Supreme Court decided Euclid v. Ambler, zoning has played a decisive role in protecting at least to some limited extent communities like Arlington from rapacious developers. Of course, typically the proponents of the anti-zoning approach themselves reside in leafy outer suburbs like Weston and Lincoln, where the kind of development they purport to like is unlikely to occur.
- 35 To make their proposed evisceration of the single family zones even more devastating the consultants want to allow overnight on-street parking. Have they ever tried to drive a fire truck, ambulance, or garbage truck through one of our side streets with cars parked on both sides?
- 36 This is not to say that our zoning by-law could not use some improvement: Using perhaps FAR requirements could limit the development of maxi-houses on mini-lots; Considering set backs along a street, and scale of extant building in permitting new structures or substantial enlargements; Keeping in mind that small, 1½ storey houses – which may be on decent-sized lots –would be the nearest thing to affordable single-family housing in Town, if zoning did not permit them to be bid up by developers, torn down, and redeveloped with monster buildings out of scale with the neighborhood
- 37 p.75 3) It is absolutely outrageous that a recommendation for accessory apartments is being put forth again. Recently, it was rejected by the town two years in a row. Why is in the master plan? This gets back to the question of whose master plan is this? Delete this recommendation. It is even more outrageous that this plan proposes to allow the conversion of single family homes to four-unit dwellings by right. If the town overwhelmingly has rejected allowing the addition of one unit to a single-family home, why in the world would it support adding three units? Delete this recommendation. 5) There are relatively few lots like those described in this recommendation. They should be left vacant as or adopted by neighbors to expand their yards. There is good reason for them not to be built upon. As the land use section notes, the size restrictions on Arlington's residential lots are appropriate. Those restrictions should be respected. Delete this recommendation. 6) The town has consistently shown its support for its overnight parking ban. Mixed use development and multi-unit develops deserve no exceptions. The fact that some of these developments will be close to public transportation does not eliminate the fact that most residents will still have cars. Delete this recommendation.
- 38 Devising a method to govern and regulate the current practice of incremental expansion of buildings in phases small enough not to trigger the “large addition” special permit requirement; Correcting a major weakness of long standing in the current law, namely that the easiest place to build high rise residential is in a business zone, thus crowding out less economically profitable commercial or office uses. Any such development should require a commercial element, and not at the nominal level of the Legacy project in Arlington Center; Rigid enforcement of the affordable housing requirement where more than five units are being developed.
- 39 I simply disagree with the very last recommendation: "In addition, overnight on-street parking for residents in areas of mixed-use development should be allowed." BTW, in contrast to the very good editing of the vast majority of the draft, this sentence lacks agreement in number between its subject and verb: "Improvements to the structure and aesthetics of one house on a block often spurs further investment on adjacent properties."
- 40 I am very unhappy about #5 above. The Town already feels very densely settled.
- 41 I am concerned about increased pressure on school populations and other town services. This would HAVE to go hand in hand with plan for school support, bike and pedestrian support, and improved public transport. More parking/cars is NOT the answer
- 42 We have met our quota on Affordable housing and feel very strongly that what this town did at SYMMES robbed our town from developing a true money maker. All planning had to do was look at Lake Isle Country Club in Eastchester NY and you would have gotten exactly what to do with this beautiful space on the hill. A real shame, but once again, asking for suggestions and just going and doing exactly what you want with an indifference to logic and common sense plans. This is the MO and so i ask Why have meetings. Why ask people for ideas. Why ???
- 43 1. Agree. 2. Agree. 3. Agree, but Arlington also needs to be more active in citing buildings and homes for visible code violations. Examples: decrepit house at 123 Hemlock St with visible collapsed stairs, failing roof, decrepit building on Mass Ave next to Menotomy Beer and Wine (has two visible holes in roof which have been there for years). 4. Agree but hope that any such study will include an assessment of the growth and changing demographics of the aging population. Can't tell if this is included from what is written. 5. Trees and nature are also worthwhile; not everything needs to be built up. 6. This should not be done UNLESS there is a plan for how parking will be handled for these units AND ALL OTHER on-street residential parking. There is already a problem in the Heights when there is a snow emergency; there are inadequate parking alternatives, and this proposal would only exacerbate the problem.
- 44 Town meeting rejected accessory units. They are not "remarkably low impact" in our already dense neighborhoods. Same for 5 and 6

- 45 Allowing increased density through infill housing and conversion to multi-unit dwellings, relaxing off-street parking requirements, etc. in areas close to commercial areas on Mass Ave and Broadway is appropriate. Market-based solutions to housing, rather than public housing, are best. Also, limiting property tax rates is one of the best ways of keeping housing affordable.
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Economic Development	
1	One of the economic development recommendations is to invest in local theaters (P 90). It is equally important to support the other performing arts. One way to do this would be to make performance space available at affordable rates.
2	Exciting idea re co-working spaces. Drawing in these young professionals will result in an increase of demand for high quality early childhood programming and varied independent school options; yet there is nothing in the master plan the suggesting this as an important economic driver
3	P.90 3) If the town wishes to have planning staff encourage co-work space providers to come to town, that is fine. It should not be spending any other tax dollars to do so, however, either by biting consultants, or providing tax or other incentives. Governments are ill- equipped at picking winners in the business fields. Too often they fail when they try to do so, and it is the taxpayers who end up paying. As the cited study showed, the economic impact of Arlington's theatres is extremely modest. Just as the state should not be wasting money bringing film-makers to the state, the town should not be providing any investments in its theatres. That is the responsibility of the theatres themselves as profit-making enterprises. 4) It is interesting that the master plan makes mention of the Koff study, but then proceeds to make many recommendations that are inconsistent with it. The Koff study specifically recommended that commercial development be focused on the three business districts. The master plan seems to want to spread it throughout the town.
4	These are all good proposals. One does wonder how promotion of infill development meshes with programming of more cultural activities. Would be good to have more specifics around next-to-last bullet ("Organize and involvement..."). Also, this sentence is grammatically incorrect. Should we really refer to Gold's Gym property, when we really mean property around it? This is a key property, though, and we should consider more pedestrian connections to the retail district on Mass. Ave., such as at Penzey's parking lot.) Consideration should be given to seeking Cultural District designation for the Center. We shoul try to leverage the Visitor Information booth. Perhaps most important economic development activity is fixing parking. Sandwich boards are also key for retailers. Consider relaxation of zoning for landlords who agree to maintain reasonable rent increases for commercial tenants (if such a thing is legal).
5	Sidewalk dining and sandwich boards create major obstacles for those with mobility impairments or even those simply pushing a baby stroller! Combined with the lack of enforcement of the bylaw against riding bicycles on the sidewalks, it is only a matter of time before someone falls and injures himself. A lawsuit waiting to happen.
6	encourage development of artist loft/studio/residence facilities in mixed use areas; work closely and promptly with commercial/industrial business buildings when tenants vacate to get new tenants asap and to avoid eyesores, especially in high visibility areas (e.g. Nicola's Pizza site, white building on corner of Mass Ave next to AHS and liquor store).
7	The ZBL needs to be amended to discourage the creation of new residential developments in commercial and industrial districts.
8	I like the coworking/incubator idea; please try to encourage a wide variety of new businesses (not more nail salons).
9	Let's restrict lighted corporate-looking store signs (Papa Gino's). Insure that the jewel of a park between Town Hall and Library not suffer from deferred neglect. Address the other potential jewel of Broadway Plaza. No MBTA bus idling in center.
10	1. Amend the Zoning Bylaw to increase density in the business districts. - YES * Developers, owners, renters and users who present realistic plans to increase density without increasing car traffic or car storage should get preferential treatment. 2.The Industrial district zoning should be updated in order to reflect current market needs. Whereas rezoning from Industrial to Business may not be desired or even possible due to present uses, some modifications to use regulations could be effective in business and job creation. The following changes should be considered for the Industrial district: * Remove the minimum floor area requirement of 2,000 sq. ft. for Personal, Consumer and Business Services. Some manufacturing facilities operate in small spaces, so it should be possible to subdivide available floor area if necessary to support smaller industrial operations. - YES * Allow all restaurants by right or special permit in the Industrial district. Patrons of dining establishments are now accustomed to finding restaurants in non-traditional settings. The restaurant industry is growing in the area, including fine dining and "chef's" restaurants. Due to the timing of operations, restaurants and manufacturing facilities can often share parking and access routes. - YES * Allow retail space by right or special permit in the Industrial district. Larger or industrial-type retail space may be served by current buildings, and allowing larger and less expensive properties to be used for retail may prevent their location outside of Arlington. - YES * Recruit clean, safe, quiet, small scale industrial uses appropriate to moderate density, mixed use area. 3.Promote new co-working centers to attract small business ventures, innovative companies, entrepreneurs, and currently home-based businesses. These contemporary work environments provide the facilities, services, and networking resource to support businesses and help them grow. - YES 4.Invest in the promotion and support of Arlington's theatres - YES 5.Implement the recommendations contained in the Koff & Associates Commercial Center Revitalization report. - YES * Preserve and protect historic character of business districts, in a way that is balanced with working recruiting and retaining "new economy" establishments.

- 11 As a current start-up founder currently living (but not working) in Arlington, I think the co-working space is a fantastic idea to serve local residents. However, if the town wants to turn it into a source of economic development, I think there is even more that could be done. When choosing where to work out of, most start-up founders are looking for the best deal they can find in terms of resources, convenience, and cost. My company has worked out of co-working spaces in Boston, Davis Square, Somerville, and where we currently work out of the office of a larger company in Waltham along I-95. Once we get to the point of outgrowing our current space we will likely leave, with no lasting positive impact on the community. This is what could happen with a co-working space in Arlington, thus defeating the purpose of local economic development. In order to make a true impact on the community, I think the co-working space is a good start, but more is needed. An accelerator or incubator as mentioned is another good step, but for accelerators and incubators I have seen myself and other founders look for the best program they can get into, just get what they can out of it, and then leave when they outgrow it or the program ends, with no lasting benefit to the community. I think what could additionally work to create lasting economic development in Arlington would be for the town to provide funding and other resources to startups and small businesses in return for a commitment to the community, such as guaranteeing to work out of Arlington, or employing Arlington residents, or having Arlington community members on the board. The town could provide equity investments, below-market loans, or grants that would be immensely valuable to small businesses. This could also provide non-tax revenue for the town. This funding doesn't need to be huge, either. My company is currently in the process of raising \$60,000 from angel investors, money which I would definitely prefer to raise in a way that benefits my community as a whole, rather than wealthy individuals only looking for personal gain. This sort of program already exists in many places on a state level (<http://www.governing.com/topics/economic-dev/State-Governments-Latest-Venture-Capitalists.html>). One example is the Maryland Venture Fund (<http://business.maryland.gov/mvf>) that requires companies to commit to doing business in Maryland to receive funding. I certainly don't think the town of Arlington can or should make anything on the scale of a venture capital firm, but I think that providing funding for startups is an effective and proven way to benefit startups with kinder funding, benefit the community with increased economic development and jobs within the town that will stay, and benefit the town with additional sources of revenue and potential partners. I do not think that co-working spaces and even an incubator, while good starts and important parts of a program like this, could produce as beneficial an effect. I am personally very interested in the co-working space and related efforts, and I would be happy to offer what help I can. However, I do not know who to contact.
- 12 Invest in the promotion and support of the arts community in Arlington through expansion/improvement of gallery/performance space for Arlington artists to display and sell their work. It has been proven that a lively artistic community enhances the livability factor and increases property value. The Arlington Center for the Arts is an asset that needs upgrades and additional offsite space. Promote green alternatives to impervious surfaces in new building/construction in Arlington on public properties and in private residences and investigate the possibility of establishing a Stormwater utility. Promote the development of "green" buildings, green roofs, etc... during the permitting process for residences and businesses to counter climate change. Develop long range plan for climate change accommodations such as area flooding, etc... considering residents, residences and businesses.
- 13 Business requirements (eg, minimum square footage and hours of operation) should be relaxed. Self-serve gas stations should be allowed, giving stations a feasible price competition with neighboring communities. Businesses should be allowed to run between 1-5AM (the nearest 24 hour stores are in Cambridge).
- 14 If higher density development is promoted and allowed on Broadway, streetscape and traffic flows improvements must be included here as a recommendation. Mixed use including the possibility of some residential use should be included in the industrial districts. Where is the Mill District??? It needs to be included as an Economic Development goal for mixed use development! The Town missed the opportunity of including most of the kiosks, wayfinding signage, etc in the Mass Ave federally funded project - these improvements will need to now be town funded unfortunately and should be worded as such so that residents understand they are not included in the Mass Ave improvements.
- 15 1. Need to do a better job of keeping our public spaces clean and more presentable and desirable as a destination choice such as with Lexington and Winchester centers which Arlington center often is compared to. 2. Let's not lose any industrial or commercial space which would result in lowering our commercial percentage.
- 16 the 11/6 Draft plan does not give attention to the use of history and culture as a tool for economic development
- 17 Any changes will probably cause lots of noise and disruption. Is it worth it?
- 18 p. 89 1) First sentence of the first recommendation is unclear. Is the plan suggesting changes in the B1 district? It is also not clear whether the recommendation is to up-zone using the existing zoning district definitions or change the requirements for the existing districts. Finally, if there has been any public expression of interest for allowing widespread large-scale development on Broadway and Mass Ave in Arlington, please describe it. I suggest there hasn't been any, and this is the plan authors representing their own views and not public preference. 2) First bullet makes no sense. Several Personal, Consumer, and Business Services uses are already allowed by right in the Industrial district and they have no minimum floor area requirement. Second bullet also should note that restaurants under 2000 square feet in area are already allowed by right in the I district. Third bullet requires further explanation as to whether allowing commercial development in the industrial district could lead to the displacement of businesses that can only locate in the industrial district-or do so because of lower rents.

- 19 ince land availability is so limited in Arlington the suggestions to allow all restaurants or retail space by right (item 2, second and third bullets, page 89) is unwise and could result in an unsuccessful hodge-podge offailing enterprises especially as there has been no presentation of a vision for the potential improvement for the town if and when large commercial lots change hands. Also, the repeated recommendations throughout this section for revision of business districts zoning to allow higher density should be rejected. It adds to the steady drumbeat throughout this Draft Master Plan to drive up the population density regardless of the damaging effects on the town.
- 20 Be careful about changing height limits adjacent to residential neighborhoods. Excessive shadows could have significant quality of life and financial impacts (gardens, solar panels) on homeowners.
- 21 The Industrial Zone should be preserved as is, or perhaps even strengthened. The kinds of enterprises in that small area are the sort of services and products that people actually need. Other proposed uses can be located elsewhere. Opening up the industrial district to a variety of more profitable uses will result in loss of things we need and can use, such as auto repair, and replace them with more of what we really don't need, or already have in ample supply. In any redevelopment, it is important that new or expanded structures be on a human scale. Town Meeting decided some years ago that five storeys was the limit, and there is no reason to change that.
- 22 Considered supporting a community/consumer owned grocery co-op? It strikes me as an effective way of meeting this need that is good for the community, the town, and the local economy.
- 23 Allow residences to be built in Industrial Districts by Special Permit as part of mixed-use developments with associated retail, office and service space.
- 24 I want to see the time and money spent on Broadway in East arlington. It is a disgrace how it has been left to fall apart. A food pantry is not the way to make Broadway a vital restaurant and business district. It is the one area of arlington where parking is more available. Use it and create a destination not a place to avoid. It can be a money maker and give the long overdue respect that East Arlington Broadway is entitled to get
- 25 1. Agree with increased density but this is worded in a very vague way, unclear how large scale development is being contemplated. 2. Agree. 3. Guess it's ok. 4. Agree. 5. Mostly agree. Not sure need to program all civic events to focus on the Center, seems like we should do some in other parts of town too.
- 26 p.80 Figure X.3 is missing. This is unfortunate, especially if the figure broke out children and seniors. Since the town spends much less on seniors than school children, the relatively low age dependency ratio for Arlington is a good indicator that town per capita spending should be less than comparable communities with more school children.
- 27 Again the plan is advocating for development that Arlington does not want or need. Certainly some updating of the Zoning Bylaws is warranted and our commercial centers need continued support but I don't see a strong case for changing the industrial zones from what they are if the town does not support more redevelopment.
- 28 Specifically, in the Koff report it was written that "there is demand for an additional 12,000 sq. ft. of grocery store space, although few regional or national grocery chains will bother to build a small 12,000 sq. ft. market. An existing grocery store could expand, perhaps, if land/site needs can be met and the project could comply with Arlington's existing zoning." Given this demand and the unlikelihood of established grocers expanding to meet it, I was wondering if the town had considered supporting a community/consumer owned grocery co-op? It strikes me as an effective way of meeting this need that is good for the community, the town, and the local economy.
- 29 Last year's preliminary plan had a section on public art (Page 6-9). This section has been deleted. We believe that this is a mistake. Public art enhances our public spaces. It attracts visitors. It fosters pride in the community as it draws the community together. Much of it is made by local artists. Public art in Somerville has changed the perception of the city from a rusty 19th century slum to a modern forward looking city able to compete with its neighbors for redevelopment. We would like to see the plan include a recommendation to encourage public art.
- 30 It is very important for Arlington to get the increase in commerce needed to expand the local tax base.
- 31 p.86 If many people in town believe there is too much residential development in non- residentially zoned areas, then the plan authors need to ask themselves why there is so much emphasis on mixed use development in the plan (residential plus business, but in reality predominantly residential). This will only exacerbate the problem of too much residential development. The authors need to discuss the failure of Arlington's Board of Assessors to value non- residential properties at their full, fair market value and the effect that has on CIP tax base.
- 32 In the section on economic development on page 82 the DMP makes a case for the economic benefit of the Capital and Regent theaters. The Arlington Friends of the Drama (AFD) should also be mentioned since its 4 or 5 annual productions, each given 6 to 9 times in the often sold out 190 seat theater, bring in more than 4000 drama lovers, about half of whom come from other communities. If 2000 people order a \$20 meal in an Arlington restaurant, that is \$40,000. This is not a professional study but it suggests that AFD, Arlington Children's Theater, and True Story Theater should be included in the recommendation to support theaters on Page 90.
- 33 In the Arts, Culture and Tourism section (P 82) there is no mention of Arlington's long established musical traditions. The Arlington Philharmonic is more than 81 years old. There are two well established choral groups: the Arlington-Belmont Choral Society and Cantelena. Alan Hovhaness, a world famous composer, grew up in Arlington. The public schools have a strong music program, starting in the elementary schools and continuing through high school. Students can participate in both instrumental and choral music including band, jazz band, orchestra, chorus and madrigal.

Historic and Cultural Resource Areas

- 1 The section on archeological resources, P 102, does not mention the mastodon tusk found in Spy Pond in 1959 and on display in the Jason Russell House.
- 2 I completely agree with these recommendations, as far as they go. They are seriously skewed toward historic preservation and do not take into account promotion of public art, be it visual, performing or literary. We should seek designation from the Mass. Cultural Council of a Cultural District and we should leverage this effort in pursuit of grant funding. (discussions along these lines have already begun between members of ACAC and ATED.) As for CPA, we should consider using funds to purchase historic restrictions from property owners.
- 3 How are these recommendations being funded without raising property taxes?
- 4 I don't support the CPA additional tax and the possibility of misuse of funds (not criminal, but for projects that are questionable, or should use other budget money).
- 5 The report should note that CPA was adopted.
- 6 Arlington has as much historical significance as Lexington but one would never know this based on current signage/promotion.
- 7 Is there anything the town can do to prevent the (3) two-family developers from tearing down sometimes attractive single family houses (e.g. 1920s bungalow on Gardner St. several years ago) in East Arlington and replacing with entire streetscapes of their bland buildings? (Beacon St, Park St.) - When is it enough? Isn't a variety of unique (and older) housing worthy of some protection rather than turning a neighborhood or area into a bland monoculture of soulless houses? Okay - I have vented!
- 8 1.Develop a historic and archaeological resources survey plan to identify and prioritize outstanding inventory needs - YES * Save the historic buildings and other recourses we have left. 2. Seek Certified Local Government (CLG) Status for the Arlington Historical Commission - YES 3. Expand Community-Wide Preservation Advocacy and Education - YES 4. Implement a Comprehensive Plan for the Protection of Historic Resources * Review and Strengthen Demolition Delay Bylaw. - EMPHATICALLY YES 5. Preserve the character of the Historic Districts. * Balance preservation with robust ongoing use. 6. Preserve Town-owned historic resources * When appropriate, rent out historic Town owned buildings and open space, using most of all the proceeds to preserve and improve these resources. 7. Adopt the Community Preservation Act (CPA). * Add sidewalks to the list recreational open spaces that are protected, preserved and improved.
- 9 historical preservation is a very low priority, this is pretty much of a bedroom community at this point
- 10 I do NOT agree with paragraph 3 and paragraph 7 above. Do not adopt the CPA if it means increasing taxes.
- 11 Develop relationships with the private sector to support and enhance arts and culture offerings
- 12 1. The CPA has already been passed.
- 13 The Implementation Program Summary Table has NO Historical/Cultural area elements in the acronyms on the bottom of p 1; there are numerous references in the chart to CR – most of which seem to be historical; there is only one HR (historical) reference! Cultural area needs expansion in the plan and in the implementation table.
- 14 The suggestion that the Arlington Historical Commission be given the power to create single-building historic districts is not possible under the General Laws – such designations must be voted by Town Meeting, and typically would come at the instigation of the Historic District Commissions. Of course, both these commissions could use more funding for research and support. Although the recommendations are positive about streetscapes in historic districts, a stronger statement would be preferable – for example, the Town only replaces sidewalks about once every hundred years so with that level of amortization period, why not do it right? If there are presently brick sidewalks, fix them if necessary, or replace them with the wire cut variety.
- 15 We're so grateful for what has been done to preserve Arlington's beautiful, significant historical assets. Thank you
- 16 CPA unfortunately passed and is not a tool to accomplish the above ideas, but rather to get money for a select group or two. Reassure us that the money, if we get it will be put to good honest use. I have not been convinced of this fact to date
- 17 Odd to see CPA in here.

Natural Resources and Open Space

- 1 I agree with these recommendations, but they are very thin. For example, there is no mention of using CPA funds to pursue open space. Also no mention of long-term fate of Arlington Great Meadows. We should create a trail system that ties into and serves as a counterpart to Across Lexington. At a place like AGM, perhaps we could consider allowing no-impact camping opportunities for Scout troops and others.
- 2 There is no money to do TDR. As for restricting what individuals may maintain in their gardens, I'm not even sure this is legal! And if legal, not enforceable and a bad idea overall!
- 3 All of these issues should be decided by town meeting member votes
- 4 On page 90 the DMP recommends implementing the recommendations of the Koff report. We have heard rumors about this report but have never seen it. It seems to be missing from the Town website. We urge you to include the actual recommendations in the master plan.
- 5 a) Section 5 offers a Green Urbanism tool box, but adoption of these tools is not evident in the recommendations, and should be incorporated b) Include a recommendation to update the Sustainable Action Plan and have that be "owned" by a department at the Town level, not left to volunteers alone
- 6 The detail descriptions of Spy Pond and the Arlington Reservoir are focused in the Water Resources and not the use and need for upgrades and maintenance of the surrounding park land.
- 7 open up Mill Brook along its entire length as much as possible and develop green space along it, removing invasive species; plant more trees throughout town, including speeding up ability to plant replacement trees when others come down or are taken down--apply materials to hasten breakdown of roots of old trees that are cut down so that replacement trees may be planted sooner than 2 years
- 8 The proposed invasive plant legislation is in effect in other parts of the country, and I agree that it would be valuable here.
- 9 Because our parks, playgrounds and athletic fields represent large and visible "open spaces" that actively used by all ages in our community it is more appropriate that they be listed under the category of Open Space & Recreation as shown in the introduction rather than in Public Services and Facilities that include buildings and programs for the recreation program.
- 10 I am excited about the potential for the Mill Brook corridor and very supportive of initiatives to address the problems with many of our street trees. However, a bylaw to remove invasive plants from private property is not something I could support.
- 11 We need more and qualified tree staff working for town. Fall 2014 tree planting included good quality tree gators, which was a good step forward. The town also included a note to each house with new tree that encouraged resident to keep water gator full. But they were empty to start with and many homeowners had already put away their hoses for the season. I ended up driving around to three new trees on our street, keeping them full. Why not have a water truck following behind tree planters and filling bags so that at least people will see the intention?
- 12 In connection with "partnership" care of trees, permit homeowners to prune or have professionally pruned low tree branches that impede sidewalks.
- 13 1.Create a comprehensive plan for the Mill Brook environmental corridor, including possible "daylighting" options for culvert sections of the waterway, flood plain management, and pathways. In addition require public access or apply visual and physical design guidelines for new development along the corridor. - YES 2. Address street tree problems, including the replacement of trees lost due to storms and the failed survival of many newly planted trees. Coordinate tree care between the Town and property owners. - EMPHATICALLY YES 3.Pursue strategies to protect the large parcels of vacant land in the southeast corner of Arlington near Alewife Station and Thorndike Field. Preserve open space and manage the floodplain that lies across much of this site. * Research how tree planting and tree preservation could help mitigate flooding. 4.Create a bylaw to control / remove invasive plants and species. * Research what current landscaping fashions may be the invasive plant problem of the future. * Encourage use of appropriate native and naturalized species.
- 14 5. Enhance public access, use and preservation of Spy Pond, an historic landmark: a. Pursue enabling the creation of a walking path around Spy Pond via taking some privately owned areas by eminent domain all around the pond, a Great Pond of Massachusetts, while protecting private property adjacent to this path, b. Work with the state to enable dredging of Spy Pond to eliminate sand bar accumulation from highway runoff near Route 2, c. Address the problem of present annual toxic algae growth in Spy Pond via grant monies for treatment and prevention, d.Develop a plan to combat and eliminate shoreline erosion around the pond, helping individuals to find financial assistance and the Town of Arlington to improve the public shoreline at Spy Pond Park, and e. Develop a plan for tree replacement in public areas and promote this in private areas, as well, around Spy Pond to encourage storm water filtration and help combat flooding in wetland and floodplain areas. Additional comments on Master Plan are: page 117-Spy Pond is connected to Little Pond in Belmont via a weir that can modify the water level. page 119-MyRWA also provides environmental education and promotes recreational activities on the Mystic River. page 126-Tours of Elizabeth Island are not currently done several times a year, as far as I know.
- 15 Please take local residents flooding concerns seriously
- 16
- 17 Yes, we need to do something about the loss of street trees especially in E. Arlington. Also, yes no development in the floodplain around Thorndike field.

- 18 what about care and maintenance of what we have; a community center to serve all age groups, outside of sporting/athletic uses;
- 19 1. Create a plan to plant trees back from the street to allow for better pedestrian and vehicular visibility and create a more open sky. 2. The town should not acquire private taxable land or properties and have them come off the tax receipts, we should be selling excess properties to make them taxable as long as they have no potential long term use.
- 20 Special attention and action needed on # 2 and # 4
- 21 in the 11/6 draft plan items 1 and 2 are not addressed 1. Add content statement re Climate and Energy issues and Resiliency for the community; Alternatively, these might be included in Public Services and Facilities. 2. Include statement regarding "small" open space areas
- 22 Mill Brook is a hidden flood damage. If you want to call it a jewel, there is nothing wrong with that.
- 23 1. Consider that roots of street trees may cause sidewalk upheavals, creating significant trip hazards. As our trees grow, the desired number of trees may become lower. 2. The Alewife area is challenge. Significant traffic and flooding issues, but it is the part of Arlington that is most likely to be attractive as part of a technology "cluster," combined with the development in Cambridge. If we are going to have the traffic and flooding impacts, perhaps we should also take part in the development benefits.
- 24 Funding mechanism and staffing to support maintenance of parks and natural spaces for work related to tree trimming, path erosion, and on-going ADA compliance.
- 25 The preservation of open space has been a goal for all of my adult life. My first position of authority in Town was president of the Arlington Conservation Association. Putting our money where our mouth is, my wife and I bought a vacant lot near our former home and gave the Town a conservation restriction on it – so that that little patch of grass, shrubs, and trees will forever remain to grace our former neighborhood. Imagine what a better and greener place Arlington would be if every owner of an extra lot or a large side yard were motivated more by community spirit and less by greed. This being unlikely,, the Master Plan should strongly recommend the establishment of a program – perhaps funded by CPA – for the Town to buy conservation restrictions on those few such lots that remain. An aspect that needs to be addressed – and the Tree Committee has failed to do so – is to ask Town Meeting to enact a by-law, as has been done in Lexington, regulating the removal of substantial trees on private property.
- 26 Ensure that the town has a full- or part-time tree warden whose role is to oversee the planting, care, and maintenance of public shade trees in Arlington.
- 27 Implement a Tree Inventory/Management Plan (using i-Tree software or comparable program) to document tree plantings and manage tree maintenance activities in town.
- 28 Preserve mature trees. Due to the many years required for tree growth, healthy native trees should be preserved whenever possible. Work with utility companies to adhere to proper pruning practices.
- 29 Identify locations for tree replacements and additions to commercial and residential areas, especially those identified as having thin tree canopy
- 30 Recognition that the Town's outdoor properties, used for both active and passive recreation activities, are important valued assets and contribute significantly to the town's quality of life and overall attractiveness.
- 30 Enhance older commercial corridors, especially those that lack tree cover, by including street trees as part of redevelopment programs. Extensive paving in some areas prevents the planting of trees. Use the services of a landscape architect or similarly qualified professional to develop a plan that addresses the lack of tree strips or pits and work with the Tree Division in its design and implementation.
- 31 Chapter 8 – Natural Resources and Open Space addresses conservation land and open spaces excluding the areas of open space under the jurisdiction of the Park and Recreation Commission (PRC) which are included in Section 9 - Public Services and Facilities.
- 31 Improve tree stewardship in town. Work with residents and businesses to care for trees, especially during the first three years after planting.
- 32 Provide outreach to the community to increase awareness of trees and their benefits.
- 33 Diversify tree species. A variety of species should be planted to avoid losing significant proportions of the urban forest to blight or insect infestation.
- 34 Plant the right tree in the right place. Smaller tree species should be planted under overhead utility lines; larger trees should be planted away from wires.
- 35 Seek grant funding for tree planting initiatives
- 36 More explicit wetland support.
- 37 if we are so concerned about trees, than why were so many good healthy trees damaged or removed on the Corridor project?
- 38 The "Open Space & Recreation" section title in Chapter 1 - Introduction is different than Section 8 - Natural Resources and Open Space title in the report.
- 39 Disagree with 3, Agree with others. I don't think we should do anything to take those properties off the tax rolls.
- 40 The section on Town-Supported Gardens, P 122, fails to mention the Wildlife Habitat Garden of native plants located on both sides of the Reservoir spillway. It was planted and is maintained by Vision 2020 volunteers.
- 41 The Goals and Policies in the Open Space & Recreation are good and address our park, recreation facilities, athletic facilities and play areas

42 The Open Space section lists all of the Town conservation land but not the public park and recreation facility open spaces some of which are described in Chapter 9 – Public Services & Facilities.

Public Services and Facilities

- 1 Agree that the needs analysis should drive the planning; the non profit tenants currently leasing space need to be given priority consideration when it comes to continuing their operations if at all possible. Absent that, they need to be given ample time to develop plans for finding alternative spaces.
- 2 P.101 "Since the mid-1980s, the tax base has gradually changed from 90 percent residential to almost 94 percent in 2013. In the intervening years (1986-2013), a combination of very little new growth, state aid fluctuations, three recessions, substantial increases in the cost of employee benefits such as pensions and health insurance and changes in school spending requirements have also contributed to making it hard for built-out suburbs like Arlington to pay for the services residents want to receive." The report should also note how the inability or refusal of Arlington's Board of Assessors to value commercial and industrial properties at their full value contributes to the increasingly residential tax base. The inability of the town to limit salary increases to the rate of inflation should also be noted as a major contributor (perhaps the largest contributor) to the town's structural spending problem.
- 3 Funding mechanism and staffing to support maintenance of playgrounds, playing fields and other outdoor recreation facilities.
- 4 In the Town Finances section (P151) and in the Planning for Economic Development section(P 84), the DMP reports the concern residents have about the Town's revenue shortfall to support existing services. We think this is the main motivation for many of the recommendations. Based on the experience of other towns, it should be possible to quantify these recommendations in dollars and years. A high quality professional estimate for each recommendation would go a long way to gain support from residents.
- 5 P.145 "Robbins Library has also been proposed as a public cooling zone for the community during summer weekends, which would require additional funding to keep the library open for summer weekend hours." Really? Proposed by whom? Who says the town needs a weekend "cooling zone"? The former library director? Is this just a way for the library to try to get more funds? I looked at the results of the "World Cafe". I couldn't see that anyone wanted a "cooling zone" at the library or anywhere else. Who makes this stuff up?
- 6 Are there any minimum sustainability requirements for future town-funded buildings (e.g., Leeds certification)? The Dallin school was not built "green," and it seems to be overheated, which seems like a big energy and money waste.
- 7 Included in this section is a brief description of Robbins Farm Park, Menotomy Rocks Park, McClennen Park, Spy Pond Park, Reservoir Beach, Hurd Field and Thorndike Field. The list and description is incomplete and should include all of the PRC open space facilities and indoor spaces.
- 8 Ability to set aside Enterprise Fund revenues for the purpose of maintenance activities at recreation facilities, such as the Reservoir Beach.
- 9 On p. 152 I read "The School Department plans to file a Statement of Interest with the Massachusetts School Building Authority (MSBA) by the deadline in April 2014." The School Department submitted the Statement of Interest in 2013. We are still waiting to hear from them. On p. 153 I read "When work began on this master plan in 2013, the school department's enrollment projections anticipated a pattern of gradual decline – as has happened in many suburban schools throughout Middlesex County." That can't be right. Given that enrollment has grown in each of the last 7 years (with the exception of 2011-2012 when it went down .1%), I can't believe that anyone recently was projecting a decrease. Ten years ago, perhaps. Here are the changes in enrollment over the last 7 years: 2014-15 3.3% increase; 2013-14 2.7% increase; 2012-13 3.0% increase; 2011-12 .01% decrease; 2010-11 .7% increase; 2009-10 2.0% increase; 2008-09 2.1% increase
- 10 I agree with #1 and #5. On #5, we should consider pursuing green burial opportunities, perhaps at AGM or in conjunction with groups looking at this just over the line with Belmont. I am not a fan of having the Town take on private ways. Provide better financing assistance, sure. But taking over responsibility, no. Unless this is being used as a development tool. Board of Survey regulations have been fairly ineffective for such use, though, so it is hard to see what the benefit would be. When considering "public purposes" of buildings, it should be recognized that private organizations sometimes serve very public purposes. I worry about shifting maintenance for schools. These staff already report to DPW, even though they are funded by the School Department. The detachment of reporting responsibility from principals causes issues. If anything, the line of command within school buildings should be clearer.
- 11 Long-term cemetery needs should include declaring the cemetery closed to new burials. Use the limited space Arlington has for the living.
- 12 sell town-owned properties only under great caution as town needs may change in future, such as need for more schools and town recreation facilities
- 13 Especially the private way section. It's a VERY unfair system (I don't live on a private way).
- 14 Cemetery needs should be ranked higher..
- 15 Certain private roads (e.g. Cutter Hill) are highly trafficked, and it would make sense for the town to maintain them in the interest of the public good.

- 16 P.152 "Arlington is left "with only two choices: significant budget cuts resulting in service reductions or Proposition 2 1/2 general overrides." While this statement no doubt comes from a town budget and financial plan, it is plainly false and should not be uncritically repeated in the Master Plan. The choice the town has failed to make is to maintain labor productivity. Because town leadership has lacked the political will to control labor costs (as all the Selectmen know, town employees are a significant political constituency) the increase in town payroll costs have far exceeded inflation in recent years. While town revenues have also increased at a rate significantly exceeding that of inflation, the town has made the policy choice to increase payroll at an even greater rate. That is why the "structural deficit" is more correctly referred to as a structural spending problem. Table X.17. Financial Comparison Data It is not all clear what "2011 Expenditures Per Capita" is referring to. It certainly is not total town expenditures (budget) per capita. For Arlington and all the other communities that figure is much higher. Arlington's total expenditures per capita (\$3415 based on its FY14 budget) rank it 159'h out of 351 Massachusetts municipalities, above, but roughly equal to the median. Average single family property taxes should also be shown on this table too. They would paint a different picture of Arlington. "To preserve basic services and manage the rate of spending growth, Arlington approved an override of Proposition 2 '12 in 2011..." How does an override manage spending growth? It actually does just the opposite. It allows the town to spend more than the proposition 2.5 limits-and more than the recent rate of inflation. "The School Department plans to file a Statement of Interest with the Massachusetts School Building Authority (MSBA) by the deadline in April 2014." It is now November 2014. Revise this sentence to reflect what did happen.
- 17 I'm assuming that somewhere in the survey you will address the middle and high school overcrowding. Yes, we need a new HS, but we also need another middle school. Let's stop renting some of the town buildings and turn them back into schools. Let's rebuild a new HS that includes 8th grade in a separate space. Let's rebuild the HS closer to Mass Ave, keeping the front line of shade trees, so we are making better use of the overall site. Let's buy the old printing property next to HS and turn that into the campus. Remove admin and preschool from HS and put into some of our other town buildings that we are currently leasing. Let's not make the same mistake made at Thompson rebuild, where school was built for projections, but is already full. Let's realize that Arlington will continue to grow in population given national trend of moving closer to cities and having walkable access to everything. Millenials don't want cars, etc etc.
- 18 1.Perform a space needs analysis for all Town-owned buildings. - YES 2.Assess the benefits and drawbacks of the Town taking on maintenance of private ways. - YES * Add sidewalks to all private ways, when at all possible. * Preserve existing street trees on private ways and add street trees as possible. 3.Establish a regular process for evaluating the continued need to retain Town-owned properties and for disposing of properties that no longer serve public purposes. NO - * Create a very high bar for disposing of Town owned property. * Focus on rentals of Town owned property by businesses, nonprofits and community groups rather than sale. 4.Improve the management and maintenance of town facilities and infrastructure. - YES 5.Study and develop an actionable plan for addressing Arlington's long-term cemetery needs.- YES * Allow kosher burial and "green burial" that allow bodies to "go back to dust" as space saving measure.
- 19 Establish a true partnership relationship with the State DCR related to required ADA and other capital improvements at the state-owned/town-managed Ed Burns Arena.
- 20 P.141 "...the DPW is particularly proud of its accomplishments with solid waste and recycling. In 2012, for example, the Town reduced solid waste disposal from 14,527 to 14,214 tons and increased recyclables from 4,395 to 4,652 tons." Shouldn't DPW be proud of Arlington residents, rather than itself? It was the residents who reduce their waste disposal and increased recycling. And if DPW attributes the waste reduction to its recycling coordinator, how does that savings, which translates into less than \$20,000 (at \$75 per ton tipping fee) compare to the salary and benefits paid to the recycling coordinator?"Relative to its peer group, Arlington is fairly affordable in terms of water and sewer costs. An annual survey of water and sewer rates in Massachusetts indicates that Arlington's average sewer bill falls well below the peer group midpoint, and its average water bill is at the midpoint." These statements and the associated table are misleading for a couple reasons. First, the recent increases in Arlington's water and sewer rates are not included. Second, the comparison on which the rates are based do not appear to take into account what Arlington residents pay for water and sewer as part of the property tax bills.
- 21 Continued commitment of capital funds to the on-going improvement and renovations of the Town's indoor and outdoor public recreation facilities, and determination of how to integrate CPA funding into these activities.
- 22 P.153 "Aside from a 29 percent decrease in DPW employees between 2003 and 2013 (measured in FTE),J 38 the DPW operates with some constraints that are unique to a built-out community." Explain how outsourcing affects the figure for this decrease or delete this sentence. For example, cemeteries experienced the biggest staffing cut as service were outsourced. Did this save money or not? Has cemetery maintenance improved or deteriorated?
- 23 A portion of the report should also be devoted to addressing the importance of continued funding for the PRC Capital Plan and its success in maintaining and upgrading Arlington's park, athletic field, playground and passive use open spaces for the use and enjoyment by a large population of the Arlington community and its role in making Arlington a desirable place to live and raise a family.

- 24 I don't see why the town should put its resources towards maintaining private ways. This costs the town money and resources to the benefit of private owners and not the town community. If private owners are not maintaining their property to the point where the town must step in, then perhaps it would be better for the town to own those roads. Private owners should be forced to meet the town's standards, or the town should take ownership of the roads.
- 25 For god's sake please fix Wollaston Avenue
- 26 The Town cannot afford to takeover the maintenance of private ways.
- 27 In 9B2 I like seeing the information in the DPW Services section about the progress in reducing trash and increasing recycling. However, the state has set a goal for all communities to achieve a 30% reduction in municipal solid waste from a 2008 baseline. Arlington will have to do significant work to meet that goal and recent trends indicate we have leveled off on trash totals since the switch to JRM with limits on household trash barrels and mandatory recycling. It might be prudent to include some reference in the Master Plan to a medium-range goal that will be a stretch.
- 28 There are not enough personnel to accomplish all that needs to be done!
- 29 1. See section 6 for private way comments.
- 30 Need a better assessment of options for dealing with private roads besides just taking over the maintenance of them.
- 31 E.F. Public Services and Facilities – items 2 and 3 are not addressed 1. Create a statement about management of assets; should there be a position of “facilities manager”? 2. Develop a sidewalk policy 3. Say something about recreation areas and facilities F.G. Should there be a fiscal status category? – not addressed
- 32 p.154 "The possibility of the Town eventually taking maintenance of some private ways in a worsened state might be worth consideration for assuming responsibility for these roads sooner." This sentence is not clear, both as it is written and as to what it seems to be suggesting. Why should the town accept responsibility for streets that a developer put in years ago that were not up to standard and that the abutters of the street are not prepared to bring up to standard? Is it the responsibility of Arlington's taxpayers to bail out developers who were too cheap to put in decent roads or those who bought their properties?
- 33 Page 97 Gibbs Junior HS neglects to note that there are multiple, important tenants, including the Lesley Ellis School. While there are suggestions of all sorts of economic development options, there is no mention of the rich and varied private (secular and non-secular) educational and early childhood programming available in Arlington. The demographics of those living and working in town will find those educational options to be a valuable aspect of the community
- 34 Recognition that the Town's public recreational assets are as important as its natural open spaces and conservation lands, serving the needs of all ages and abilities within the community.
- 35 P.140 "The Arlington Department of Public Works (DPW) consists of eight divisions with a combined total of 77.3 FTE employees (Table X.8), or just 1.8 FTE per 1,000 population - including those employed under the water/sewer enterprise. The average ratio of employees in the U.S. Northeast region is 2.15 FTE." These statements are completely meaningless without considering how different communities handle outsourcing of their DPW functions and how outsourcing has changed in Arlington over time. Town government is not an employment agency. It is there to provide services to residents. To the extent that it can do that more cost-effectively with fewer employees, it should be applauded-not criticized as being understaffed.
- 36 Among the recommendations on Page 154 there should be included a space-needs analysis for recreation fields. Arlington's fields were once the envy of other communities, Now they are somewhat hazardous because of overuse. They are used not only by youth groups but increasingly by adults and are important for health maintenance. Of course, encouraging high density development will only exacerbate this problem. Some of the commercial endeavors which may change hands are among the areas large enough to be considered for acquisition for field and recreation space and if possible that should be anticipated especially in view of the recent successful CPA vote. The above describe a few of the changes which should be made to the Draft Master Plan. In particular some recommendations mentioned in several contexts throughout it-for instance reducing the use of Special Permits and changes of zoning to encourage increased population density are particularly foolhardy for our densely populated town of very limited and precious land area. These recommendations are a recipe for disaster inviting an orgy for developer nirvana.
- 37 Arlington needs a major analysis of its resiliency. When was the last time there was a disaster drill? 1982? Who knows the average response time in Arlington? What is the save rate?
- 38 More attention to climate change.

- 39 While reading the Master Plan, I noticed 3 places that repeated the sentence in #5 above. Like most communities in MA, we are running out of cemetery space, and this is a big problem. The lack of obvious solutions may be reflected in the fact that I don't see any other Master Plan statements or action steps specifically about this problem, and the "Resources Needed" section merely says TBD. Cemeteries ARE included in the problem of having very little publicly owned land, as stated on page 3, and that there is "virtually no land for expansion". I'm not sure I have any suggestions regarding burial locations, but I think that an important opportunity exists at least to establish a location to scatter/bury cremated ashes. (I am aware that Mill Brook was turned down for this and that a Columbarium is theoretically in the works). I strongly urge the Town to work with Cambridge and Belmont to preserve the Silver Maple Forest area. This should be done, first and foremost, because the impact of development in any area there would very negatively affect Arlington (not just the development of the portion of this land closest to Arlington, but all of this land). But this land also represents a solution for some of Arlington's cemetery needs, because at least 5 acres of this land would be suitable for spreading cremated ashes. Here is a link which brings you to a group of volunteers working to establish natural burial grounds in MA, who can be resources towards this very viable solution. (This page discusses cremation near the bottom.) http://www.greenburialma.org/?page_id=10 I've just been sitting on the sidelines about the Silver Maple Forest, but I was horrified to recently learn more about the effects development will have. I recognize that the ownership issues of that land would have to be clarified, but it seems URGENT to take action, not only to prevent the negative impact of current plans for development, but also because gaining this land to address a crucial Town need would be a huge, extremely positive benefit!
- 40 I feel that all roads, public or private should be maintained by the town. Everyone pays taxes whether they live on public or private roads. The holes throughout town need to be more aggressively maintained.
- 41 The ambiguity of responsibility given current town & school building maintenance structure has led to poor plowing and sidewalk clearing at the schools at times. This proposal seems to make service even more administratively distant from the schools. I strongly disagree with this unless there are adequate mechanisms in place to ensure appropriate levels of service.
- 42 PUBLIC FACILITIES & SERVICES: Treat Town software as an infrastructure resource that has the power, if done well, to a) attract and incubate 21st century business investment in the Town, b) be another form of infrastructure, like power, transportation, water, etc. c) offer direct and indirect revenue opportunities for the Town, if it can provide good, clean data sets. Institutionalize a town wide plan for maintaining public facilities with a dedicated, staffed department and with funding support, comparable to that for the Capital budget, built into the Town's fiscal structure. Undertake a space needs analysis of all town and school services, with a special focus on site design and reuse of the "Civic Block" area. For example, what should be done with the Carriage House and Cottage? Can some of the open space around the Whittemore Robbins House be used more effectively? Should the Town be renting out the top floors of the Central School building?
- 43 Next, there is no discussion of income distribution. We see this as key data when judging potential support for Proposition 2.5 overrides and thus the urgency of redevelopment.
- 44 The role and importance of funding and providing maintenance for Arlington's parks, athletic field and playgrounds should also be included in this section.
- 45 I would like to suggest the Master Plan include a resiliency and sustainability review of all new projects and significant alterations for both town buildings and private projects. For the town projects, this could be done as part of the space needs assessment and facilities manager roles/process. For private projects, it could be accomplished by raising awareness of resiliency planning principles through information provided to applicants by the building department, and other town education efforts (perhaps in partnership with groups like Sustainable Arlington). The following are some basic checklist items: how to locate building mechanical systems / utilities to prevent damage from flooding; Passive survivability (natural light and ventilation available for emergencies - especially to egress routes or shelter in place areas) All major building improvements should increase efficiency of energy/water use of the property; New buildings should include capability for future solar or other renewable installations; Considerations to ensure some large public buildings such as schools can act as shelter in heat, storm or other emergencies with access to emergency power for heat/cooling and water; How can the town help ensure an emergency supply of safe drinking water access in water system emergency. Some of these may already be covered in the towns emergency preparedness plans, but as we upgrade or building new facilities there should be a continual process to ensure plans stay current. I hope these comments are useful, and I want to commend the committee on the draft plan effort. I am really proud of Arlington and the smart and inclusive government we have.
- 46 Obtain ownership of the Ed Burns Arena from the DCR.
- 47 The discussion of parks & playing fields has been moved from the Open Space section to the Public Facilities section. This is unfortunate since, by splitting this discussion into two parts, a reader would find it difficult to appreciate the amount of open space the community has. In addition, the size of the various parks and fields is not listed. A table like X.2 (P 123) would be helpful. Also, McCiennen Field and Menotomy Rocks Park (P 146) deserve brief discussions. Both are heavily used facilities.
- 48 The Recreation Section of Chapter 9 – Public Services & Facilities addresses the programs, staff and facilities used by the Recreation Department including the number of participants.

- 49 p 136. "Facilities. All of Arlington's general government functions are housed in the Town Hall and annex at the corner of Massachusetts Avenue and Academy Street in Arlington Center." This statement is not correct. Legal and the ZBA are not in these buildings. I do not believe HR is, either, and IT had been in one of the schools. Has it moved to Town Hall? It would make sense for the town to consolidate all of its general government functions in the town hall annex as there is plenty of space available in these buildings.
- 50 I continue to make a case that it is wrong to think of Arlington as "aging". Yes, there are not a lot of 20-34 year olds, but the people moving in who are 35-44 are coming with babies. The census department has a useful trove of stats. Here are some data points: 22.1% of people in Arlington are under 18 (in 2000 it was 20.8); 31.2% of households have children under 18 years old (in 2010 it was 27%). Fifteen years ago it was closer to 20%. We cannot just look at the current population demographics and assume that everyone that is here now will stay. Arlington is experiencing a very high turnover. Over 62% of people living in Arlington today were not here in the year 2000.
- 51 Implementation of the recommendations in the IHCD- conducted ADA Study for the Town's recreation facilities to insure compliance with accessibility requirements, and attention to the on-going requirements for compliance.
- 52 Page 118 Arlington Reservoir: remove the information about the access ramp in the second paragraph.
- 53 Raise issues regarding needed renovations and ongoing maintenance.
- 54 Page 146 Ed Burns Arena: is it maintained by the DPW?
- 55 Robbins Farm Park: "Residents use the Robbins Farm fields, basketball court...." "The site includes a large playground, renovated in 2003...." Remove "basketball court" as that wasn't renovated. Update the next sentence: "In partnership with the Friends of Robbins Farm Park, the PRC prepared a master plan for RFP in 2003.
- 56 Menotomy and McClennen parks need descriptions
- 57 Page 147: Reservoir Beach: no longer has vending machines. Again, mention needed upgrades and ongoing maintenance issues.
- 58 Hurd Field: last sentence about a rain garden, is there one there??
- 59 Thorndike Field: include the renovation of the parking area with new surfacing.
- 60 Second to last paragraph beginning with "Arlington" mentions the Town completed a \$2 million improvement project at the ice rink.. Is this accurate?
- 61 Mention all the needed improvements and ongoing maintenance.
- 62 Outline the agreement with DCR.
- 63 Page 149: Universal Access: Include information about our newly released ADA study
- 64 Insert an entire PRC property list using the Open Space chart on page 123 as an example. Make sure the school/PRC properties are clearly delineated.

Implementation Table	
1	Should have an action to promote and support Arlington's non-profit organizations. They add value as employers and as service providers yet are almost unnoticed in this plan
2	I have a specific concern about a pedestrian safety issue on Waldo Street between Cleveland and Marathon Street. It is a heavily trafficked area with one pedestrian sidewalk. The side without a sidewalk is used as a parking lot for cars. It is the only block in East Arlington, other than dead end private ways, without a proper sidewalk, and am wondering with all of the plans for new sidewalks in the area, if this could be added to the project list.
3	Include pursuit of Cultural District and green burial. Look at increasing percentage of pavement management funds that go to sidewalks.
4	-Update the Sustainable Action Plan -If Vision 2020 is going to help monitor and evaluate the master plan, please pay someone to do that. While I agree that an independent entity would be great for transparency and oversight, the Town is too heavily dependent on volunteers. In fact, I would like to see some measure of the economic benefit derived by all taxpayers from the services provided by volunteers. Perhaps a survey of who volunteers and how much would be appropriate. I imagine that in this measure we would be significantly ahead of our peer communities. -Prioritize safeguarding the East Arlington properties from development. If that is not accomplished, there are no second chances. - Public outreach to explain why so many zoning bylaws are necessary is going to a long haul. Does this rise to the level of "action" in the implementation plan? We may need significant staff time devoted to public outreach. -I would like to see some specific language about promoting agricultural zoning as well, to promote the smallest scale agriculture and habitat restoration. I see it in the summary and report, but I missed is in the list of recommendations. There is park and school land that could serve multiple functions (including stormwater retention) while being preserved as open space but with an educational mission. There is no truly untouched property in Arlington (it was farmed heavily), and small scale agriculture should be considered part of our historic identity as well.
5	plan for building town-owned swimming pools, one indoor and one out-door, could include pool at rebuilt or remodeled AHS as long as there is public access to pool.
6	The word "review" is misspelled in the heading on each page.
7	Care needs to be taken to create workable ZBL modifications that don't lead to abuse. I believe the heavy reliance on special permits came out of a distrust of the previous "by right" permitting that led to poor development. Returning to that position without addressing the possibility of abuse would be foolhardy.
8	Renovating or rebuilding Arlington High School must be a priority.
9	Plow sidewalks within a few blocks of Mass Ave. including along Mass Ave. Is there a way we can implement more of these actions without hiring an outside consultant?
10	Not in favor of relaxing restrictions on mult-unit conversions or accessory apartments.
11	unless the town takes a stong stand to force the MBTA to improve service and ticket the cars tha use the MBTA andt block the streets from being cleaned and block parking for residents, nothing will improve.
12	Leave the zoning bylaws alone. We do not trust you to represent interests of the residents.
13	Arlington should adopt a complete streets policy for all road projects ensuring pedestrians, transit users, and cyclist are welcomed and protected on our town streets.
14	"include bike friendly design and tech in all new road projects" is generally happening already, so should be a phase 1 project to strengthen it. Also, bike lanes (or other facilities) on Mass Ave from Swan to Pond Lane should ideally coincide with the completion of the two reconstruction projects that flank it. Therefore should be phase 1 or 2, not 3. I'd also like to see Hubway implementation moved up a bit
15	Transportation issues should be addressed ASAP before they get out of control. A plan to increase bus service and to ultimately extend the Red and Green Lines will take many years to implement, and with area density constantly on the rise, this issue cannot wait any longer for review.
16	Very excellent draft and presentation
17	Need assessment of other pedestrian crossings along Mass Ave and Park Street that are very wide and dangerous. (Such as the Mass Ave/Paul Revere crossing outside of Walgreens)
18	Maybe everyone in the police, fire, and DPW should be asked to review this plan.
19	We need to think very carefully about zoning changes in single-family areas, and about changes in current street parking. My concern is that the increased density both would allow is going to detract from the residential, peaceful feel of the town, and turn us into another Cambridge, with every large lot and backyard in these areas built out. This causes a loss of open space, in all the interstitial pieces that make this town so green and inviting, and it contributes to the removal of yet more trees. I love the mixed-use idea, but let's keep it on major corridors; and let's think hard before we allow up-zoning in single-family blocks.
20	1. How are the phases defined? 2. In general, my comments will follow those made on other parts of the plan, particularly for transportation. 3. Key omissions in the implementation plan a. Adoption of a Complete Streets Policy, possibly aiming for Silver Bicycle Friendly Community status b. Periodic review of all traffic signals

- 21 A second major area of weakness in the current draft has to do with implementation. To my eyes, the current implementation content is weak. There is a detailed table, but no explanatory prose. There is no timeline (the "phases" noted are not defined). There are no specific action steps. There is no cited monitoring or evaluation mechanism. Overall, what's there seems unconvincing. As I know you are aware, implementation is the most crucial aspect of the plan; otherwise, it can have little lasting value. Specifically, unless there are very clear implementation mechanisms, firmly institutionalized in the Town's governmental structure, and with teeth capable of biting, this plan (or any plan of its type) is likely to fail. Specifically, I can envision a scenario where these public comments are collected and the public hearing is held in January. At the hearing, there will be a good amount of justified praise, along with some sharp criticism. Acknowledgment will be made of the concerns of the critics. A few largely-cosmetic adjustments may be made. When the final plan goes before Town Meeting, it will almost certainly be approved, if only because any opposition to it will not be organized. There will be congratulations, and not without foundation. Then, very soon afterwards, the luster of the plan will start to fade, and its particular goals will gradually be forgotten, for other planning priorities and necessities will take their place. Eventually, the planning staff themselves will move on; and before long the new incumbents will need to be reminded that a master planning process once occurred. This projected scenario is not unique to Arlington. I've seen it happen too many times in my professional lifetime. It can be avoided, and I hope it will be avoided, but only (again) by including very explicit implementation mechanisms with timelines and action steps, together with very explicit and enforceable procedures for overseeing how well the plan is being implemented, and for determining the degree to which agreed-upon actions have been taken and goals achieved. None of this exists in the current plan as drafted.
- 22 Thank you very much for making this significant effort to generate public input and to being transparent in Town management. I love Arlington and I greatly appreciate the many thoughtful, creative, realistic, sensible considerations that are raised here.
- 23 Already made specific comments on most of these items. We do not have a money problem. We have a management problem, so I do not want additional jobs implemented, but more efficient use of our workers on payroll to date
- 24 It would be easier to review and comment if the sections of the Master Plan were distributed one section at a time. To make comments requires covering too many topics
- 25 too much here to comment on
- 26 Need to review individual items rather than commenting on steps overall.
- 27 Old housing stock is good, as its affordable housing. Reduce traffic congestion by adding/restoring travel lanes where possible, including Mass Ave in east Arlington. Add more access from streets to the Minuteman all along it, where as a rail line reduced access was the goal. Capitol Theater needs to create a parking lot to thrive rather than use just street parking. Add additional street lamps on Mass Ave especially at crosswalks because light intensity now is insufficient. No bike lanes from Swan to Pond - median needed for pedestrian safety and travel lanes needed for vibrant center.
- 28 While it contains useful information, the DMP is definitely not a plan. It is quite unfocused. The eight page table provided under "Implementation" has 80 entries and some relevant information. These numerous recommendations are not prioritized, neither are they organized into an approach that the various responsible Town organizations might use to carry out the most urgent recommendations.
- 29 The implementation details seem very short. Are there funds allocated for implementation? What is the timeline?
- 30 While I agree with many of the recommendations of the draft plan, I'm very concerned that the plan as is will not pass town meeting. Certainly, the zoning changes envisioned would not muster the 2/3 majority needed. I think the primary flaw of the plan (at least the parts I read - did not read cover to cover) is a focus on what needs to change rather than what we need to preserve. Many move to or stay in Arlington because of the way it is. Yes, "Massachusetts Avenue has the capacity for growth" but even among relative newcomers to town I think there is a very limited appetite for growth and the plan seems to totally miss that. Having only watched the plan development process from afar, I perhaps don't have much right to expect to have input know, but I was expecting a plan that would focus more seriously about preserving the good things we have in Arlington. Rather it seems to say that change will come with throwaway lines like "Whether in Arlington or most any other town, people like to keep things "as is," yet change will continue to occur." It seems to me that change in Arlington has actually been pretty minimal (as is true the the Boston region in general unlike most of the country) partly due to the heavily criticized existing Zoning Bylaw. I can just see some meeting members standing up and leading the charge against this plan and while there may be no way to win their support, I really think the plan needs to have more focus on preserving what's good in town to help counter the inevitable criticism.

Goals

- 1 We think that many of these statements capture the aspirations shared by most residents; representing existing, established goals. Several stand out as important new goals: Attract development; Encourage mixed-use development; Maximize build out. We hope that the Master Plan will recognize these goals as urgent because without new sources of revenue, progress on the other goals is unlikely. We suggest that the ordering and numbering of the goals be aligned with the ordering and numbering of the existing conditions. Goals unchanged.
- 2 We think that local action to "Mitigate and adapt to climate change" is limited beyond enhancing the established paths of recycling, solar power and encouraging more energy efficient housing and transportation. We suggest that this goal be stated in in such a way as to focus on what(P127) can be achieved locally.
- 3 We note that the "need for additional revenue" is not only required to pay for new "expenditures & investments", i.e. new services, but also to pay for the maintenance of existing service levels. This need should be explicitly recognized less the plan be dismissed as fanciful.
- 4 Key Finding: In 1993, the Arlington Town Meeting adopted a broad set of goals intended to guide the actions of Town leaders, both employee and volunteer. These goals (Appendix ...), have been actively supported by Vision 2020 task groups working with Town officials ever since. Hundreds of residents have contributed.
- 5 Goals and Policies: General The goals and policies of this Master Plan are intended to carry out the Town Goals (Bylaw 15) as detailed in Appendix...
- 6 The Town Goals bylaw, Article 15, was voted by Town Meeting in 1993. The wording of the goals was included in the bylaw by reference. The wording was developed over more than a year of discussion at public meetings not unlike the Master Plan meetings. These goals are broad and they cover all the goals in the Master Plan but not at the same level of detail. They are meant to guide Town leaders including employees, elected officials and volunteers. The Master Plan goals are consistent with the Town Goals. We believe it is important to state this in the Master Plan. This will enhance its credibility and will avoid confusion. Lacking this inclusion, the Master Plan might face resistance at Town Meeting.